

The Hongkong Telegraph.

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REUTER'S TELEGRAMS.

FRENCH AMBITIONS IN SYRIA.

GREAT BRITAIN GIVES ASSURANCES.

Paris, September 16.
Temporary arrangements regarding Syria have been agreed to by France and Great Britain, providing for the replacement of British troops by French and assurances that Great Britain will support French desires for a mandate over Syria.
M. Clemenceau and Mr. Lloyd George have reached a temporary agreement regarding the disposition of French and British troops in Turkey.
The British will withdraw their troops to Lower Syria and Palestine, leaving the French in Syria.
The French will negotiate with Emir Feycal concerning the exact boundaries they will occupy.—Havas.

ALLIED ULTIMATUM TO GERMANY.

IMMEDIATE WITHDRAWAL OF TROOPS FROM LITHUANIA DEMANDED.

Paris, September 16.
Marshal Foch was present at both the sessions of the Council of Five. He was instructed to send a Note to Germany announcing that the Allies hold Germany responsible for the occupation of Lithuania, the Note to be in the nature of an ultimatum and ordering German troops to be withdrawn immediately.—Havas.

ANXIOUS EYES TOWARDS UNITED STATES.

FRANCE WAITING TO KNOW AMERICAN PEACE ATTITUDE.

Paris, September 16.
Some French critics hold that the French Chamber is prolonging the debate on the ratification of the Peace Treaty because the Government wishes to know what the United States will do with the Treaty.—Havas.

THE MARSEILLES STRIKE.

EIGHT-HOUR DAY ACCEPTED.

Paris, September 16.
The dockers' strike has ceased, the dockers having accepted the employers' offer for an eight-hour day.—Havas.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

FLYING FROM ENGLAND TO AUSTRALIA.

PREPARATIONS IN THE STRAITS SETTLEMENTS.

Singapore, September 18.
In connection with the Daily Mail competition for £10,000 for the first successful airman to fly from London to Australia, Capt. Rigby and Lieut. Bryce were to have started, in a small Martinside two-seater, fitted with floats, from London on September 8 under the auspices of the Royal Aero Club, Pall Mall. The airman are due to arrive here on September 23.
The Borneo Co. has charge of the landing and the probable sites will be the Racecourse both at Penang and Singapore. The airman are also calling at Rangoon and Batavia.
Should anyone sight the machine in difficulty, he is asked to immediately wire to the Inspector General of Police or the Borneo Co. Expenses will be refunded.

ANOTHER EX-GERMAN SHIP.

Singapore, September 18.
The a.s. Stolberg, another ex-German merchantman, now flying the Inter-Allied flag, arrived here from Dutch waters yesterday. This makes twelve of these vessels to arrive. Two have left.

TO-DAY'S CHINESE TELEGRAMS.

PREPARING FOR GERMAN TRADE.

Shanghai, September 19.
It has been decided to abolish the regulations in regard to commerce and property against German and Austrian subjects as the first step to be taken in the peace attitude towards them, and that the word "enemy" shall not be used again in documents.

NORTH V. SOUTH.

Shanghai, September 19.
Tsun K'ai's party has declared that if peace can be concluded in Shanghai, it will mobilise the Participating Army, the North-West Army, the Fengtai Army and the An Mu Army to fight in the north with the Southern Provinces.

KOWLOON NOTES.

Kowloon Cricket Club beat the Police Recreation Club, in the Bow's League, last Saturday, by 20 points. This is last match of the season to be played by the K.C.C., before the holding of the annual general meeting, which is to take place on the 30th inst.

There are many matters of import to be discussed at the annual meeting of the K.C.C. The newly elected officials, whoever they may be, will have a strenuous year before them. In addition to a large increase in membership, many old adherents to the Club have returned to the Colony and the new membership for the forthcoming year is expected to exceed all previous records.

In this connection we understand that at the forthcoming meeting, the question of the erection of a new Club House, or pavilion, will be discussed. The present pavilion has, for some two or three years past, been found inadequate and there is not the slightest doubt that any proposal for a more up-to-date club house will meet with general approval.

Arrangements are complete for the cricket season, and nets are now up for practice.

We are asked to state that members of the K.C.C. desirous of playing cricket should send in their names to the Hon. Secretary. Also, members wishing to join the Golf Section, should intimate their desires to the Hon. Secretary of that section.

Just before going to press, we learn that there will be a members' practice cricket match to-morrow commencing at 2.30. It is hoped that all members interested will turn up. The two elevens will be scratch teams and selected on the ground before the match.

The annual meeting of Wigwam Tennis Club will be held on Saturday next, the 27th.

Some time ago we referred, in this column, to the fact that we had applied to the military authorities for information as to what use it was intended to make of the plot of ground adjoining the Kowloon Godown Company's property outside the Ferry Wharf, and when the dirty hoarding which enclosed the plot was likely to be removed. We also stated that after kicking our heels for the best part of an hour outside the sanctum of one of the Military officials we were told that no information could be vouchsafed on the subject.

Naturally, we assumed that some work of military importance was going on, the details of which it would be inadvisable to make public, although it was pretty generally known in Hongkong and Kowloon for what purpose the Military authorities originally acquired the land.

However, the deadly "secret" is now out. Instead of forts and guns it is latrines and ricksha shelters. The hoarding is now being pulled down and the P.W.D. is to build an additional latrine and shelter for ricksha coolies. We must be careful the enemy does not get hold of this information!

The new works will be of the same character as the existing shelter and when complete, will add to the general clean appearance of the approach to the Ferry wharf, and, we trust, assist in keeping the ricksha coolies in order.

But perhaps there is more in the matter than meets the eye.

A correspondent writes as follows:—I do not know whether you are a light or heavy sleeper but if the former you must often be impressed by the variety of Kowloon's night music. Sousa's band in a death grapple with the latest Broadway jazz pales before this midnight and early morning chorus of songsters, dogs, cats, fiddlers, and even human voices.

Chinese Paderawekia and Indian gin-drinkers who whine. They seem to choose the hour, also, when all the roosters in the neighbourhood are debating the probable representatives for the Legislative Council honours, roosters with and without an idea of decent harmony, and roosters which must assuredly have swallowed, alive, a few buck-frog to judge by the intermingling of notes. The best time for listening to this latest jazz is 3 a.m.; numerous budding musicians having then ceased the four-finger exercise on cheap pianos. These Kowloon "notes," Sir, are well worth airing, and all concerned deserve their due reward; instant death. I know a few old soldiers who intend to organise night raids on some of the parties, and if the raids are successful each participant should receive the O.B.E. at least.

Them's our sentiments exactly. The other night we ourselves were subject to two solid hours of impromptu limerick, lurid and loud, to the tune of "John Brown's Body." The pianist (sic) must be one of those gentry who go in for "playing-the-piano-for-24-hours-without-a-stop" stunts. We feel sure he would create a record. He played "John Brown's Body" in the bass, he played it in the treble, he played it with variations, he played it without variations and we counted forty repetitions without a break. Seriously, this sort of thing is not good enough and it ought to be stopped.

Another matter to which our attention has been called and to which we have previously referred, is the practicing of baseball catching on the open space facing Salisbury Road. The would-be "catchers" catch about one in five and we have several times noticed the missed ball go perilously near little children who play on the ground. The spot is no place for base-ball. The game should be played or practiced in a place specially set apart for the purpose.

A Kowloon resident has supplied us with an interesting example of the loyalty of some Chinese during the war. Our informant was an officer of the Police Reserve, and during the war, part of his duty, as "Warning Officer," was to send to each member notifications of duties, each week. He approached one of the principal Chinese employees of the firm in which he was engaged and asked if some coolies could be supplied to deliver the notices. The Chinese replied to the effect that he was too old to fight or to take any active part in helping to win the war but said that every man must help the King somehow. He thereupon supplied three coolies free of charge to deliver the notices. Good Man!

Plans have now been completed, and work will be put in hand almost immediately, for the erection of a new fire station in Kowloon, next to the Post Office on Salisbury Road. The building will contain all the most up-to-date appliances, including work rooms etc. and will consist of two storeys with a frontage of about 60 feet. There will be sufficient accommodation on the ground floor for four engines. On the top floor there will be two rooms for the accommodation of firemen. The structure will be, of course, fire proof, composed chiefly of reinforced concrete. It has not yet been decided how many engines will be stationed there, but it is assumed there will be at least two new motor engines, an escape and probably a police ambulance will also find accommodation in the building.

The new quarters for European Government servants which have been erected at King's Park, just behind the existing block on Cox's Path, will be ready for occupation by the end of the current month. The buildings comprise six five-roomed houses.

We have been at some pains to try and get an idea of the music of the night in Kowloon, and have been

to secure certain figures from a source, in fact the only possible source, from whence reliable information could be obtained on this point (and it is not a Government source). Roughly, the total reaches about one thousand. This is the minimum figure. A more generous estimate would add another five hundred, but we prefer to be on the safe side.

In view of these facts, can Kowloonites be blamed for asking that they should have a representative on the Council to look after their needs? The present state of affairs has been going on for the past three or four years and yet we have only just got the promise of adequate measures for dealing with fire. Are we to wait another three or four years before we get a hospital?

We firmly believe that it is by pure chance we have even got our fire station. If the position of C. S. P. had not, luckily, been filled by a man of extraordinary energy and ability, Hongkong might have fiddled whilst Kowloon burned.

In all fairness, however, it must be said that our worthy C.S.P. has given tangible evidence that he is more or less alive to the condition of things in Kowloon. It cannot be denied that the Peninsula has been terribly neglected in many directions and this has no doubt been due to the ignorance of the officials of the rapid growth of the community on the mainland. The C.S.P. has taken the trouble to see for himself and the new Fire Station is one of the results of his inspections.

But one man cannot tackle the whole job, and think of everything. The C. S. P. has plenty to think about in connection with Hongkong and he wants somebody to help him do the thinking so far as Kowloon is concerned. That "somebody" is the representative we want on the Legislative Council.

"Church-goer" writes:—"I regret I cannot agree with the remarks of Robert McWhirter in connection with the refusal of the St. Andrew's Church Vestry to allow the Church Hall to be used for the purpose of holding a political meeting. I think any Church officials would adopt the same attitude. The argument that the Hall was presented to the public and not to any particular body (and I do not admit the accuracy of that statement) does not hold good. The Hall was undoubtedly intended as a gift to assist in Church work, not for holding public meetings of any kind. I am quite certain that the officials of Union Church would take the same stand as St. Andrew's Church have done, and I should imagine that if there were a hall attached to St. John's Cathedral, any suggestion that it

KOWLOON MEETING.

USE OF MASONIC HALL REFUSED.

With regard to the movement for holding a public meeting of Kowloon residents on the subject of the representation of Kowloon on the Legislative Council, we hear that the application made for the use of the Masonic Hall, Kowloon, for the purpose has been refused, on the ground that a clause in the lease prevents the use of the Hall for any other than Masonic purposes.

We understand that an effort will now most likely be made to secure the use of a room in the City Hall, in which event the meeting will probably be confined to Kowloon residents.

DAY BY DAY.

Trade Enquiry List No. 123, issued by the American Consulate General, Hongkong, shows that American concerns are seeking Hongkong connections in never-skid tires, typewriter ribbons and carbon paper, kerosene, gasoline, lubricating oils and cup greases; inks, stationery and paste; match making machinery; pianos; mirrors and plate glass; railroad signaling and interlocking; food products; general representation; wood products; cotton; cereals; oils; greases, etc.

There has been another outbreak of "barracking" amongst the ricksha coolies outside the Star Ferry Wharf and the awful muddle that takes place when the evening ferries bring across the workers from Hongkong is appalling. One gentleman, the other day, nearly had his eye poked out by the shaft of a ricksha. It is necessary to point out again to the authorities that the place where regulation is most needed is immediately outside the landing stage. A Chinese constable running up and down the length of the shelter with a stick only make confusion worse founded. One would think that the ricksha proprietors would take a little more trouble in the matter themselves. One morning they will wake up to find that they have to meet a heavy claim for damages from a person who has lost the sight of an eye or something of that sort.



From the "Daily Mail"

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s/11-16d.

THE WEATHER.

Forecast.—Fine. Barometer—29.96. Temperature 2 p.m.—81. Humidity 2 p.m.—46.

SLANDER ACTION.

JUDGMENT RESERVED.

The hearing of the case in which A. d'a Souza, of Messrs. Hastings, Hodge and Co., claims \$1,000 damages for slander from Chan Puk-kwong, comptroller of the same firm, was resumed this morning before Mr. Justice Melbourne.

Yeung Ngai-hing, a share-broker, stated in the witness box, in reply to Mr. Davidson, that he was acquainted with the parties in the action. He was in the comptroller's office of Messrs. Hastings and Hodge on a date early in August. On about the 1st or 2nd of August he went to the office to ask for ricksha money. Ah Kau came in for payment. The comptroller asked for commission. Ah Kau replied that he could not give it as someone in the office instructed him to make out the bill different to the original bill. If he gave commission he would lose money. That was all that passed. He did not know whether Ah Kau was paid or not.

By Mr. Lo.—He was standing by the comptroller's desk. Two other men were present. He did not see plaintiff enter the room. Ah Kau came in for his money. He did not notice an account book in Ah Kau's hand. He was a disinterested witness. He remembered going to Ah Kau's house with the comptroller to discuss the case. He advised them, as friends, to settle the case.

Mr. Lo.—Yes. So much for your disinterestedness!

By Mr. Davidson.—He took no part in the discussion between the comptroller and Ah Kau. Cheng Lok-u, a clerk in Hastings, Hodge and Co., employed in the comptroller's department, said he knew Ah Kau when the latter came for his money, not before. He asked Ah Kau to pay commission, but it was refused. The comptroller asked the reason commission was refused. Ah Kau then replied that if he were asked to pay commission a rain he would lose money. The comptroller, seeing that Ah Kau would lose, and as the one per cent commission was so small, gave Ah Kau the cheque. Ah Kau said the original bill was not such as he was instructed to make it out afterwards by somebody in the office.

By Mr. Lo.—Ah Kau did not say to witness that the price of the flags had been cut down. The comptroller did not ask Ah Kau to explain what he meant by his statement in connection with the alteration of the bill. He did not hear Ah Kau tell the comptroller that the contract was made on condition that the price should be net and that nothing should be deducted.

Mr. Lo.—Ah Kau has stated that from the witness box. Witness.—I did not hear him say it in the comptroller's office. Addressing the Court, Mr. Davidson said he took the position that the innuendo was too wide and therefore plaintiff's case must fail. His Lordship had to decide whether the defendant had invented the story. He submitted that the evidence was inadequate to support that.

Mr. Lo said he rather thought that Mr. Hodge had not "played cricket" in the manner he had acted and in his expressed opinion of plaintiff. Was it fair to say so? Plaintiff.—You have been giving me a hard time, and now you are saying that I have not played cricket. I am not playing cricket.

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THE METROPOLIS OF THE WORLD.

NEW YORK COMPETING HARD WITH LONDON.

Mr. F. A. McKenzie writes:—Five years ago there were two world capitals, Paris, the artistic, and London, the commercial and financial headquarters, Paris, despite the stress of war, retains her ancient place. There is none to dispute it. Cut London must look to her laurels. New York has grown to her stature. To-day New York is nearing London in population; the two cities are running a neck-and-neck race for supremacy in world shipping; and New York has ousted London from her place as the centre of world wealth.

The war strengthened New York and drained the resources of London. The North Sea, the gateway of the Thames, was closed by mine, submarine, and raiding destroyers, while Ambrose Channel remained open. London, long the richest city in the world, pawned her securities, which for centuries had brought tribute from the ends of the earth, by the billion, to pay for gold and goods for England and her allies; most of these securities were absorbed by New York.

All the world had to come to America for manufactured goods. In other words, all the world had to come to New York, for nearly one-half of America's foreign trade goes through this port. The elaborate machinery for world commerce which London merchants had built up by centuries of enterprise, from the days when Elizabethan venturers sent their expeditions to Barbary, the Caribbean and around the Cape to the Indies, rusted. There was no time to manufacture goods, and no ships to spare to carry even what there were. A man cannot tend the counter when the burglar has his hand on his throat. The young Englishmen who held watch and ward for London in the outlands of the world took the first boats back home to don khaki when war was declared in August, 1914. Napoleon sneered at the Britisher as a shopkeeper; but shop-keeping counted very small then.

SACRIFICED FOR VICTORY. London emerged from the war not ruined—not by any manner of means—but impoverished. Over a hundred thousand young Londoners had lost their lives, at least an equal number were permanently stricken. Everything had been sacrificed for victory. There had been no time to mend the streets, to paint the houses, to build needed homes. Men were wearied caught up in the inevitable reaction that follows a tremendous and long-continued strain. The gold had gone from the bank coffers; the securities had been depleted; happily credit remained, and character strengthened by war. New York emerged scarier showing a scratch, stronger, richer, more populous, and more powerful than ever in her history.

To-day we are witnessing the slow, steady revival of London, and the efforts of New York to employ her new strength and power to best advantage. In these first months of peace New York finds her position as advantageous as in the days of war. For many months to come the world at large must turn to her for aid. But soon we will see a renewed London stretching itself forth again.

And if war cost London much, it gave it much also. It proved that generations of commerce had not robbed a people of their soul, and it gave the British people a new incentive for social reform more drastic than once seemed possible. New York and London are both concerned with the prosperity of each other. If by some strange freak of nature New York were wiped off the map to-morrow, London would go bankrupt, and vice versa. The two are partners rather than

rivals, but partners conducting different branches, and each determined to show the other what he can do.

No two cities could well present a greater contrast. Manhattan is an island of rock bordering on a bay opening into the Atlantic; London is an inland valley of sand and clay. New York proclaims its majesty and wealth to every visitor by its titanic skyline, that seems as though it would storm the very heavens. London conceals its wealth behind shabby exteriors of low elevation. London is scattered over a wide area, covering 669 square miles; the majority of the population of New York is crowded on three dozen square miles. New York overwhelms one with its evidences of power and of human accomplishment; London at first often disappoints, but its charm grows the more one knows it.

A LOVER OF THE IMMENSE.

New York loves the immense. Its foremost building—one which generations to come will count among the great monuments of all ages—is 792 feet 1 inch high. Please do not overlook the one inch. London will not permit private houses or offices to be more than a hundred feet high. New York's main railroad depots are palaces of marble, titanic in size, and more splendid than the palaces of ancient Kings. Charing Cross London, the gateway of the world, is a modest, unassuming, and comparatively small building. New York, having completed a hotel of 2,300 rooms, now contemplates another with 2,500. The costliest hotel in London, in which five Kings and ruling Prince once lived apart from each other at the same time, boasts less than 300 rooms.

INHERITED DESTITUTION.

Each capital has its own special problems. That of London is inherited destitution, the existence of a large class born in poverty, bred with the aid of charity, marrying on nothing, living in slums and with little hope, save in exceptional cases, of emerging. The war has done more to galvanize the very poor of London into new life and give them new hope than have five hundred years of charity. The large areas of very poor in London have for generations repelled friendly stranger, appalled the sympathetic, overwhelmed the social reformer. If war has brought them betterment the war will, in the end, be London's gain, not London's loss.

New York presents no such spectacle. I have walked through miles of east side streets in the summer of 1919, and have not yet seen a really ragged or hungry child. I do not say that they do not exist, but I have not yet found them, and I am accustomed to hunt out poverty in its lair. You can, if you will, find one picturesque beggar woman on the stone steps of a Fifth Avenue church. She is an artist in her line. There are one or two other beggars scattered about. A few old men are to be found around the one-cent coffee-stand outside the Tombs or lounging on the seats in City Hall Park. But poverty is not the problem of New York. The problem here rather is to secure stability in local administration, to suppress concealed corruption in public affairs, and to assimilate the enormous number of foreigners who have made New York their home.

THE UNASSIMILATED FOREIGNER.

Italians and Syrians, Greeks and Poles, Slovenes, Galicians, Ruthenians, Russians, and Czechs, with the Jew from all these nations, form communities of their own here. Many of them never learn the American tongue. They have their own methods, their own churches, community houses, and revolutionary groups, and cling to their own ideals. If ever New York City is caught in the new world revolt, it will be the un-

assimilated foreigners who will do it. In addition to this there is the problem of an older race, now taking more insistent form. New York has great and growing negro colonies. The old negro colonies, in Fifty-ninth Street and in Sixty-second-Sixty-sixth Streets, have a still bigger offshoot away uptown, between 126th and 140th Streets, East, where there is a real negro city within a city. The war came to the negro as the message of a new era. He is awakening, as never before; whether for good or ill the next three years will show.

London still leads in population, but the difference is diminishing every year. Some statisticians, comparing Greater London with an imaginary area called metropolitan New York, assert that New York is now ahead. Metropolitan New York embraces all urban districts within ten miles of Greater New York. To make this comparison fair we would have to add the population for ten miles around Greater London to the British capital. Let us confine ourselves to the real areas of both places.

Sixty years ago, what is now Greater London numbered 3,000,000. The proportion was three to one. In the forty years that followed London doubled and New York trebled its population, making the proportion two to one. Fifteen years ago there were ten persons in New York for every seventeen in London. In 1911 there were eleven in New York to sixteen in London. To-day there are four in New York to five in London.

TWIN WONDER CITIES.

I estimate that New York and London will tie in population in the year 1932, when each will have about 8,000,000 inhabitants, the twin wonder cities of the world. It is fair to assume that New York will continue to grow at her present rate. The growth of London will not be quite so fast as before the war, because of the heavy losses of population there. The only thing that is likely to put any check on the growth of New York is the congestion now prevailing. More trade is seeking to come to New York than New York can take. Waiting ships cannot find dock room, and there is no spare warehouse accommodation for cargoes. Houses are so scarce that landlords are in many cases raising rents 50 per cent, as leases come to an end. If the present tenants grumble, there are plenty more waiting. Men search for weeks for offices downtown without finding what they want. The value of land has reached an almost incredible figure, and this figure has been reflected in rents. Land around Wall Street has sold at the rate of \$20,000,000 an acre.

So long as people are resolved to come in they somehow make room for themselves; and with readjustment New York can accommodate many more. The time is coming when hotels in region of Times Square and Forty-second Street will be turned into office buildings, and when the real social centre of New York will start at the Plaza and Columbus Avenue and go upward.

LONDON'S ADVANTAGE IN TRADE.

London has an advantage over New York as a shipping centre. It is a free port, where the goods of the world can be received to await their ultimate market.

Take, for example, the case of a merchant who wishes to despatch a shipload of goods to Buenos Aires. There must be an assembling point for these goods. If he tries to assemble them in New York, he at once comes up against the stringent requirements of the customs. London encourages this trade. One ship from Kobe will bring silk, a ship from Cadiz wines, another from Philadelphia shoes or cottons. These loads can wait in the London docks until the ship from Buenos Aires is ready, with a minimum of trouble.

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London as a free port has become the warehouse of the world. The merchants of Manhattan want New York to be the same. Great organisations are at work to induce Congress to establish a free zone. A prominent advocate of the plan admitted gloomily to me not long ago that one of the main obstacles was the difficulty of convincing politicians that no attack on protection was intended. They would think that a free port was in some ways connected with free trade!

Despite all drawbacks, New York is running a neck-and-neck race with London for shipping prominence. Immediately before the war there was only a difference of 5 per cent in the favour of London in the value of cargoes handled in the two ports while the net registered tonnage of shipping entering and leaving New York much exceeded London. The British capital, unlike New York, only handles a small proportion of British export trade, not more than about 12 per cent.

New York will soon have to share her world trade more and more with other ports. Her proportion is now declining all the time. Philadelphia to-day has all the freight she can handle. Boston will become a more and more powerful rival. The ports of the South will, in the near future, take much that comes to New York to-day. But American foreign trade is growing so fast that New York Port must grow with it. The only question is how far the authorities will make it possible for the growing trade to continue to centre here.

THE FINANCIAL CENTRE.

When the Secretary of the Treasury recently spoke of New York as the financial centre of the world, some people expressed astonishment. Before the war that was London's undisputed claim. London had the money, London had the credit, and London held the hidden wires that control world finance.

To-day, while London still retains her machinery, she has to some extent lost the solid foundations of financial control.

Gold currency still nominally exists in England. The man who presents a Treasury note for a pound at the counter of the Bank of England can demand a golden sovereign for it. But London's reserve of gold was largely dissipated during the war. London the debtor has today to pay heavy interest to New York, in place of receiving tribute. America, and in this connection America means New York, has added thirty billions to her capital since 1911, and will add much more in the year ahead.

London finance has been badly hit, but is recovering. London still has credit. Britain is one of the premier gold-producing nations of the world. London has still many creditors, despite her debts, allies, and dominions on whom she squandered money during the war.

Will New York be able to alter the current of world habit and change the financial centre from London to herself? Wall Street and the Treasury answer confidently. Yes. Lombard Street says little, but is stretching out afresh, is amalgamating rival interests, and is on the road to recovery.

WORLD OF HIGH FINANCE.

It may be that the great fight for supremacy will be fought by New York and London in the world of high finance. As New York centralises the financial control of America, so London centres the financial interests of the British Empire and her dependents. But what I have seen of the financiers makes me believe that they never fight when they can amalgamate, and the future will see, even more than the past, the union and fusion of Wall Street and Lombard Street.

London and New York will reign as twin Queens, the one dominating in the East and the other in the West. They will find their ultimate ambitions in co-operation. Each has much to learn from the other. Each can aid the other. Between both there runs a feeling of friendship and alliance. They are in a sense rivals; they are in a fuller sense allies.

MOTOR-CYCLES OF THE FUTURE.

THE LUXURY MACHINE.

Just as there are two broad principles which govern the design of a motor-car, either to aim at excellence irrespective of cost or to aim at a low price with less regard to finish, so there are two similar policies in connection with motor-cycle production. Needless to say, finish per se and low price per se form the extremes of a scale somewhere along which each manufacturer will select a position which, to his idea, represents the best compromise; and it is, perhaps, only natural that the great majority of makers tend rather to cluster around the mid-point of the scale, so that their products differ greatly neither in finish nor in value for money. In the car market there is an almost innumerable variety of vehicles, the designers of which have sought to unite in them something of Rolls-Royce elegance and something of sterner economy.

But what of the Rolls-Royce of motor-cycles? Can anything be done at this end of the scales? Singularly enough the only serious attempt which appears to have been made comes from America, in the form of a powerful four-cylinder machine notably complete in its specification and of undeniably luxurious running. This is a manifest reversal of the usual order of things, but the case of this particular make is by no means exceptional, for it may be said without exaggeration that most of the American motor-cycle firms, or at all events those which are sufficiently big to be represented in this country, aim at luxury regardless of price to a far greater extent than does the British manufacturer. The latter, it almost seems, has insufficient confidence in the future of the motor-cycle to embark upon the Rolls-Royce policy, although he is actually better equipped for carrying it out than his transatlantic competitor. He appears to be unable to throw himself clear of the idea that the two-wheeler is a sort of stepping-stone, and has no economic independence of its own. He is dreadfully afraid that a very high price, even though it may be justified by all-round excellence in the specification, would be inclined to drive his customers into buying cars, and that people use motor-cycles only because they are a cheap form of locomotion.

This is very nearly a complete fallacy. Without doubt the introduction of an efficient £100 car at the present time would divert a large number of orders from motor-cycle makers whose machines are listed at about that figure, but there would still be left a tremendous demand for motor-cycles: simple because they are motor-cycles. Price has little or nothing to do with the enthusiasm with which the two-wheeler is associated and if every existing motor-cyclist were bequeathed a fortune to-morrow, it is quite safe to say 75 per cent of them would remain motor-cyclists, though they might purchase cars as a supplement to their favourite mount. It is equally safe to say that the bulk of motor-cycle makers would agree to this proposition if it were put to them, for they are well aware that they sell to the wealthy no less than to these of limited income. It is consequently difficult to understand why the out-and-out luxury machine has not received more attention.

Mass production of mediocrity is not the only safe commercial policy, for there are still a vast number of people who will buy the best of everything. A motor-cycle designed for solo or sidecar work with a specification which includes a four-cylinder "aluminium" engine, preferably water-cooled, with overhead valves, completely enclosed transmission, four-speed gear box and clutch, efficiently sprung frame with quick detachable disc wheels, complete electric equipment of dynamo, batteries, lamps, and horn; really effective mud-guarding and weather protection so that the rider can wear ordinary clothes; speedometer and other instruments properly incorporated in the design, would, providing it cost about £150, as a solo mount, be bought, not in tens, but in thousands, and for some years would be immune from competition from the bulk-output machine.

That this sort of motor-cycle will be produced some day in the near future is more than probable; it is quite certain. Only one hopes that Great Britain will be the country of origin.

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TURKISH PRISON HORRORS.

APPALLING CONDITIONS.

The terrible conditions recently prevailing in Turkish prisons, where many Armenian and other Christian prisoners were confined, are revealed in a series of reports by British officers, issued as a White Paper. These unhappy beings were subjected to barbarous treatment—herded together in filthy rooms, without beds or sufficient clothing, kept on a starvation diet, and condemned, in many cases, to a lingering death. Happily the energetic intervention of the British and other Allied authorities gradually brought about a more tolerable state of things. From time to time the release was secured of numbers of prisoners, and on June 3 last, Vice-Admiral Sir A. Calthorpe informed Earl Curzon that the Ottoman Government had passed an amnesty law, providing for the release of all the remaining prisoners except those already condemned or awaiting trial for political offences, or for murder or one of two, or three other crimes.

What the prisoners had to endure is set out in a report by Commander C. E. Heathcote-Smith, R.N.V.R., who visited the central prisons in Stambul on Dec. 7 last. Appended are extracts:

The prison consists partly of a series of big, ill-lighted, wooden-floored rooms, used as ordinary wards and as sick wards, partly of small rooms where those that have money are housed, and partly of earth-floored vaults. Apart from the vermin-ridden beds in the sick wards, there is no prison bedding anywhere else, and all sleep on the wooden floors. The prison today is said to contain 290 prisoners "in good health," seventy-seven in the sick wards, and thirty-three in the women's ward. No clothing is issued; facilities for washing are given once every three to four months, and the floors are cleaned about as often. The nominal food ration is 6oz of inferior bread daily and 3oz of bulgur, a native soup of coarse wheat-meal. The prison officials, however, often leave the prisoners without either the bread or soup for a day or more at a time. No one in the prison had tasted food for the previous twenty-four hours, and when I asked them if they had enough to eat, temporary pandemonium

reigned, as they collected round the prison director, Hussein Fuad, screaming out: "He steals our food; it is he who sells our rations, and now when you have left he will have us beaten."

These prisoners, whom the State is bound to feed, clothe, and care for, were merely a mob of half-naked, lousy human beings with shrunken, wasted bodies and ravenous eyes, gradually dying of starvation, cold and disease brought on by neglect. To condemn a man to a long term of imprisonment here is to condemn him to a lingering death. On an average in the past months some three to four died weekly of their starvation and ill-treatment regime. Time after time, as Englishmen who have been in their goals can testify, when protests are made against the famine diet, the officials reply, "May you all die; that will mean so many less for our country to feed."

In the women's wards, where the same conditions of frightfulness prevail, one room, to which all the rest have access, contains a bad case of typhus and several other neglected sick women. This room has only one bed; thirty-two women died in the past two and a half months. There are several women with their babies of a few months old in the prison. They, too, live under the same starvation conditions. The beating of prisoners is a common occurrence.

SQUALOR, DISEASE, AND DEATH.

In January Rear-Admiral Webb visited the house of detention at Stambul (where men were confined while awaiting trial), and here the conditions were, if possible, worse than in the central prisons.

In an old tumbled-down building, with a small, ill-paved courtyard, I found imprisoned 186 Moslem and Christian Ottoman subjects. In two big rooms on the ground floor nearly all the boards of the flooring had been torn up by the prisoners for firewood, as also had some of the supports of the staircase leading to the upper storeys. On the ground, which had been laid bare by the removal of the boards, was an indescribable collection of excrement and filthy cast-off rags of prisoners, the whole being a breeding-place for vermin of all kinds. The prisoners were lying about on boards, and sometimes even on the bare earth, and none of these had any covering other than the filthy rags which still clung round them. The squalor

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and filth of these dens, the indescribable stench arising from them, the gloom, even at midday, relieved by tiny windows high up near the ceiling, and the total lack of ventilation—all these features formed a scene which I am not likely to forget.

Of the miserable creatures lying or sitting about on the ground and floors, subsequent medical examination showed that between 80 and 90 per cent were suffering from scabies. Quite a number have become consumptive through starvation and malnutrition, and many forms of illness were raging among them. There was not even a pretence of their being given any medical attention. Their diet, which consisted of a very coarse and indigestible bread, is augmented once daily by a cupful of so-called soup, so repulsive in taste and smell that even the prisoners in their ravenous hunger often turned away from it in disgust. I smelt it, and the stench was overpowering; to taste it was impossible.

The sanitary arrangements, or rather the lack thereof, are best left to the imagination. Baths were of course, practically an unknown quantity, and even drinking water was so stunted that they clamoured loudly to be given some. The upstairs rooms were some few degrees less horrible, inasmuch as the floors were intact, but even here this mob of rotting, ragged, tattered devils were living under appalling conditions. The authorities seem to have no concern as to sending the sick prisoners at this place to any hospital. Lying behind the door of one of these noisome dens I saw a man in a peculiar attitude, and it only required a second glance to see that he was dying, probably from typhus. In a dark corner in the same room were four forms; two of these just able to move, while the others showed no signs of life. It is not difficult to conjecture their condition.

What made the horror of these places even worse was that all were still awaiting trial.

Subsequently Vice-Admiral Webb visited the central prisons. Of the hospital he wrote:

There were some sixty beds, with mattresses literally crawling with vermin, on which were lying emaciated shrunken forms covered from head to foot with sores and mange; in several cases two unhappy creatures were placed in the same bed. The Turkish doctor, who came in while I was there—a smug and oleaginous person—informed me that he was really sorry for his patients, but that he had no funds to supply either decent food, medicine, bed-clothing, or even soap. The strained, anxious looks on the faces of the inmates of this horrible place was pathetic in the extreme, and the joy of the Armenians and Greeks whose removal I at once ordered, was somewhat overwhelming, which is hardly to be wondered at. As the result of this visit the Turkish Government authorised the inspection of the sick by British medical officers, and the removal of many sufferers was secured. Admiral Calthorpe reported, however, that the whole system was so honeycombed with bribery and corruption that it was hopeless to expect any real improvement; while the Turks remained their own masters.

Colonel W. H. S. Nickerson, President of the International Allied Sanitary Commission, who inspected the prisons on Feb. 5, described the house of detention as "a plague spot and an offence against humanity," and advocated its utter destruction. Continued pressure by the Allied authorities compelled the Turkish Government to abate these crying abuses. By April the notorious house of detention had been "closed," and Admiral Calthorpe was able to report that the "prison problem" in Constantinople had temporarily ceased to be acute.

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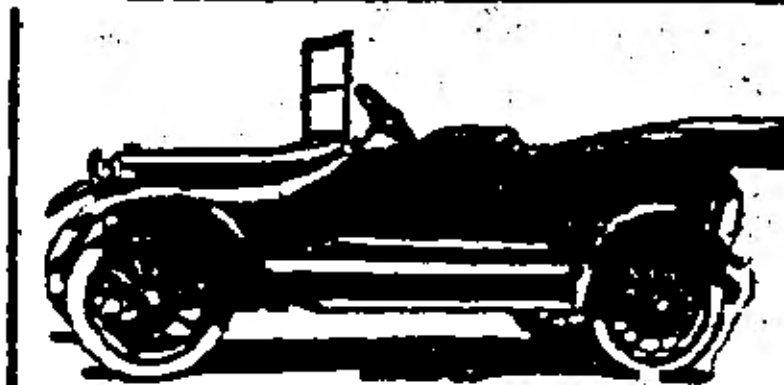
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The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 19, 1919.

THE POLITICAL CAMPAIGN.

In the minds of those who have been watching political developments at Home, there can be little doubt that everything at the present moment is tending towards the probability of a fairly early General Election. The Coalition Government has won the war, and it has made peace. It would be willing to "carry on" longer. But the electorate is once again becoming restless and evincing a desire for a change. So the various parties are drafting their several policies, domestic and otherwise, and political campaigning is beginning in real earnest. In British politics we have become quite accustomed to seeing one group of politicians returned to power with a tremendous majority, only to find that before long its existence as a Government is resented by the voters. It is the old story of the swing of the pendulum, and, judging by present indications, we are about to see the same process in operation once again.

A question of deep interest in this connection is whether the Coalition Government, headed by Mr. Lloyd George, will be able to face a fresh appeal to the country with any likelihood of its being again returned to power. We should doubt it. We say this, not because we under-value the services rendered to the Empire by the Premier, but because we believe that the country is wanting an Administration which will espouse clear-cut, unambiguous, disinterested ideas, and that it is unlikely to find that wish met by a mixed group of politicians whose very existence as a Government rests on compromise. The average elector likes an outspoken Member of Parliament, one who does not trim his sails to his political opponents, which is what most of the Coalition Ministers have been guilty of. It is for this reason that the extremist in politics usually cuts a more definite and prominent figure in political life than does the man of more moderate, balanced, and possibly saner views. And it is in regard to Parliaments and parties, which, after all, are only congregations of men, as it is with individuals. Mr. Lloyd George, we are told, is about to declare to the country the Coalition Government's agricultural programme. Well, we cannot believe, remembering the vested interests with which the Premier has become entangled in the Coalition, that that programme is likely to be so acceptable to the electorate as are the policies of, say, the Liberals and Labourites, who have no such interests to placate. It is the same also in regard to other large issues which are likely to be raised in the coming campaign. Besides, the Coalition's way of dealing with these matters is not likely to be such as to commend itself even to those who are frankly conservative in their outlook, since the Liberal element in the Government is bound to influence its general and specific outlooks. In other words, the Coalition is likely to fall between two stools; seeking to please all, it may satisfy none.

We may depend upon it that the fiscal question will loom large in the next Election. Once before, a General Election was fought on the issue, with results that are known to all. Here the Liberals and the Labourites will probably secure more popular support for their views than the semi-Protectionists will. They will have an effective election watchword in "Cheap Food," which will take a deal of combating. Mr. Asquith and his henchmen may be counted upon to make full use of this cry. As to the Labour Party, it is a very debatable point whether they can get sufficient votes to place them in power. They are not altogether a happy family, and we have already made mention of the fact that at the last Election the Labour and Socialist candidates failed to secure several million votes in working-class households. That may have been accounted for by the fact that most voters, irrespective of their political views, were disgusted of sending back the Coalition for the purpose of making peace. In that sense, the General Election was no real test of the feelings of the country. The next one, however, is likely to be fought on more definite issues, and to give us a clearer conception of what the country really wants.

NOTES & COMMENTS.

SOLDIER OR CIVILIAN?

Members of the Hongkong Defence Corps, and many others besides, will await with more than ordinary interest the result of the case in which a Malay States Volunteer has sought the assistance of the Court for an order to the effect that the Commandant of his Corps is bound to accept his resignation. We gave some details of the case yesterday, these showing that the Volunteer wished to resign because of health reasons, but that his request was refused on the grounds that the Corps was on active service, whereupon the Volunteer expressed his willingness to remain in the Corps if Army pay were conceded, this pay to be handed over to any charity which the Corps might care to choose. Now, there is an aspect of this case which has its bearing on Defence Corps service in Hongkong. The conditions here are admittedly not the same as those prevailing in the Malay States, as there is no doubt about the compulsory character of service here. But there is one point at which the two cases converge, and that is in regard to the status of men "on active service." The conclusion recently reached by our shrewd friend "Robt. MacWhirter"—that a man is either a soldier or he is not, and that, if he is, he is entitled to Army pay—seems unanswerable. How will the F.M.S. Magistrate view that point, we wonder?

THE TENNIS LEAGUE.

The Chinese Recreation Club has every reason to be satisfied with its doings in the Tennis League, whose season was wound up on Saturday by the champions defeating a selected team drawn from the remaining clubs of the League. Throughout the season the C.R.C. has shown a consistency and a high standard of play which demonstrate once again the skill of the Chinese in a game with which a few years back they were totally unacquainted. The Tennis League has been a big factor in maintaining interest in the game locally, besides which it has raised the standard of play all round. The Junior League has been extremely popular this year, thanks largely to the energy and enthusiasm shown by Mr. Mohler, and the form shown by the younger players has been surprisingly good. We regard this Division as of even more importance than the senior League, inasmuch as it is from the youths playing under its auspices that we must look for Hongkong's future players. The experience which these lads gain in League encounters is of the utmost value to them.

A SUGGESTED REFORM.

While it is true that the past season has been a successful one, that observation applies rather more to the top-most teams in the Senior Division and those Clubs who entered the Junior League. It is not true of the "B" Clubs who went into the competition in the belief that there would be "A" and "B" divisions in the Senior League. These latter could not hope to make any showing against the Colony's best players, and though they no doubt profited somewhat from the experience, the fact remains that they could only expect a monotonous series of defeats. It was hard lines on these teams to find that they were put in with two or three "A" Clubs, with one of whom the championship honours were bound to go. They had no option in the matter, either, the fixture list being drawn up on these lines without the "B" clubs being in any way consulted. If it so happens next season that there are not sufficient teams to form an "A" Division and the past season's method is followed again, we suggest that when an "A" team plays a "B" team the former should be placed under a handicap of owing a fixed number of games. This would add to the chances of the "B" teams and make the ties far more interesting all round. It might even give a "B" team the chance of coming out on top. The suggestion is one that has much to commend it, and we trust that next season it will be given the consideration it deserves.

LINER PASSENGER'S FLIGHT.

On the arrival of the Aquitania at Southampton recently Mrs. Leon Errol, a saloon passenger, wife of the well-known actor, in order to keep an engagement flew to London in an aeroplane piloted by Captain Hammerley, R.A.F., reaching London an hour and a half ahead of the other passengers. Among the passengers on the Aquitania were Prince Arge of Denmark, the Earl and Countess of Lindsey and Sir Herbert Rowell.

DAY BY DAY.

A LAUGH IS WORTH A HUNDRED GROANS IN ANY MARKET.

Yesterday's health return shows one fatal case of gastro-enteritis, the victim being a Chinese.

Mr. F. C. Clayton, of the Guaranty Trust Company, of New York, has joined the Asia Banking Corporation as Sub-Manager. He arrived here last week.

The Chinese Chamber of Commerce are on the quiet drive to obtain a suitable site for their new premises. They have been negotiating for sometime. It is rumoured that they are making a bid for a portion of the old Post Office building.

The Police have received a report from Noordin's at Beaconsfield Arcade, stating that between the hours of the 17th and 18th someone broke into the shop at the back. The thief broke open the safe and stole 30 sovereigns and two rupees, the total value amounting to \$3,035.

A Chinese boy was charged to-day with stealing a brass-bearing from Taikoo Dock. Defendant said that his father was very sick, and had sent him a letter asking for money, so he had to steal the thing to obtain money. Inspector Angus stated that defendant had altered on his person to that effect. Mr. R. E. Lindsell sentenced the man to three weeks' hard labour.

Vice-Admiral W. L. Rodgers, Commander in Chief of the Asiatic Fleet of the United States Navy, arrived at Canton yesterday. The party will stay in Canton till Monday morning. To-day they will be shown the city, and to-morrow evening a banquet will be held in their honour at the Asia Hotel by the Chinese-American Association. American Consul and Mrs. Carl D. Meinhardt, will be hosts to an informal dinner in the party's honour on Sunday evening, at the American Consulate-General at Shameen.

Mr. Dawson, who opened the local branch of the Asia Banking Corporation, is leaving to-morrow for Shanghai, on his way back to New York. He is Vice-President of the whole organisation and has been at the opening of most of the branches in the Far East. The Manila branch was opened on the 15th instant. It was marked by a reception, all the Government officials, the Governor-General attending. It is expected to open the Canton branch on about October 1st. The Bank has now branches in Tientsin, Peking, Hankow, Manila and Hongkong. It is also opening one at Changchow, in North China, about the 1st of next month.

Messrs. Alex. Ross and Co., are shortly issuing a well-got-up catalogue which will reflect the greatest credit on this enterprising firm. It will contain a mine of information for the motorist and others. The issue of this catalogue will mark a new epoch in the local history of this house, for very soon it will go into its new and commodious premises, previously occupied by the Dragon Garage. From all appearances the new premises will be worthy of such a rapidly expanding business as that of Messrs. Alex. Ross and Co. The Kowloon branch is already a growing institution. Mr. D. K. Moss, the able manager, is certainly imbued with most up-to-date ideas.

The master of the steam launch Sui Yik was prosecuted this morning before Captain Basil Taylor, R.N., Marine Magistrate, with unlawfully carrying 113 passengers in excess of the number allowed by his license outside the local trade limits at 6 p.m. on the 8th instant. Police Constable R. C. Butler said he was on duty in No. 4 Police launch off Nanking on the 8th, at 6 p.m. He stopped the steam launch Sui Yik coming from the east to Hongkong, and with defendant counted 49 passengers on the upper deck and 146 on the lower. The launch was licensed to carry 32 passengers outside the local trade limits. After Mr. Gardiner, addressed the Court, His Worship the defendant \$50.

ROBBIE'S LETTER.

TO HIS NEPHEW AT HOME.

Hongkong, Sept. 17, 1919.

Dear Allick,

Now, my lad, ye want to go dead easy on the hard luck line of talk that's been running through your last two or three letters. Aye mind that the world is divided into two classes; the Wishers and the Workers. As McGluskie once said, the woolgatherers, the lazy-bones, the time-wasters and the day-dreamers, they all belong to the Wishers. Wi' a galvanometer ye couldna find a trace o' will-power worth mentioning, but their wishing-power is most awful. And as for the brain-stealers ye'll get them in every office. They're the folks that talk nicely to ye, soak in your ideas and then palm off their bright and clever suggestions as their own. Aye, there's a lot of that sort of thing going on. But ye don't want to throw any fits over it. Man, it's a compliment, a sign of your progress. Aye mind that a thin skin is as much handicap as a thick head.

But the brain-stealers are no confined to your immediate vicinity; they're everywhere; they're here in Hongkong. Many a tai-pan to-day has mental larceny to thank for his entree into the Club, b's house at the Peak and his go. At Fanning, Ifithadna been for that same thing, Macpherson would have been still doing a six hour watch out of the twenty four instead of wearing silk pyjamas and a self-satisfied smile. Lots of us take the credit of other folks' accomplishments by the same process as a lie can be acted though unspoken. The manager of a newspaper, through public ignorance, often wears an out-size in halos on the strength of editorials he never sees. In turn, the newspapers themselves, as often as no, take credit for ideas and policies which first saw the light of day in the columns of their contemporaries. I've often heard it said that imitation was the sincerest form of flattery ye could get. Well that may be, but there's some kinds of flattery that I've only one word for, and that is just plain theft—brain-stealing. The paper that gets things done often does so wi' borrowed thunder and a superfluity of italics.

But keep your end up, lad. If the brain-stealers are watching you it's a safe test of worth. Whatever your rivals do, patience will pull you through. Don't worry about their dirty tricks.no, says I, Gligal is no' in Roxburghshire and, what's more forbye, says I, nasty-like, "sang froid" isn't the name o' a fancy fern, besides ye needna' crow so loud, for a man's no' beat till he's dead. Some men imagine they're the whole orchestra because they've got drums in their ears. Mac's like a lot more, he aye mistakes the last word for a clinching argument. That's the worst o' a brain that's aye running an obstacle race—it has too many ups and downs. It's the shallow brook that bubbles the loudest, mind I'm telling ye.

But as I was saying, Harston's a bonnie fighter. There's no much in his punch, but man, his foot-work is fine. There's no catching him. He's the devil and all for ducking under what you think will be your most telling blows. His simile of Jenny Geddes and the foot-stool was very apt, but there's no shame in being twitted as her descendant, for she it was, who, by clouting Dean Hanna's head that day, caused the famous riot from which sprang the formal protest against the foisting of English Episcopacy on the Scottish people.

It would indeed be foolish for me to take a lesson out the book of these "Scottish Seers" who stupidly over-ruled General Leslie's practical skill and knowledge on the hill before Dunbar in September 1650 and thus gave Cromwell the honour of inscribing "Dunbar Drove" on the credit side of England's military ledger. Aye, it was a disaster right enough; another instance of folks interfering in other folks' business. The early Protestantism of Scotland was a political as well as a religious force. It was an outburst of the democratic spirit against that of the rich churchman, the most obvious autocrat of his day. At the same time, mind ye, the new Protestantism was intelligently narrow, colourless, to a degree, and crafty in its ways. In controversial matters, it is not putting it too strongly to say that they were a set of self-righteous Pharisees of their

Three mile lang prayers and half mile grace,
Wi' weel spread leaves and lang wry faces,
Who granted up a solemn lengthened gown,
As 'damned a' parties but their own.

Aye, at Gligal, but I mean Dunbar, they left the hill and sought the plain to their "utter ultimate discomfiture". That's right. But in the present controversy, history for once, I hope, is not going to repeat itself. I'm going to stick closely to my points and my arguments and I think I've got Mr. Harston hemmed in between the hill of Free Trade and the sea of Protection. At the moment he's encamped between, trying all in his power to tempt me to emulate my forbears. To use a modern simile, and therefore perhaps more understandable, I suspect him of endeavouring to entice me into a by-lane of argument and then to sandbag me with facts that are not germane to the issue.

Mr. Harston says that "other nations rely on Tariffs....as in the case of young nations which use the Tariff System to foster and protect their industries." Mill said the same thing. But he was wrong. The trouble is the difficulty of just exactly knowing when to define when a nation ceases to be "young." If a duty is considered necessary in order to assist an industry concerned in the production of a commodity peculiar to, and manufactured in, that country, then such an industry is protected; and Protection means Trusts and Monopolies. In other words, the people of that country pay more all round—for the stuff which they themselves produce and also the other commodities which come into the country.

Mr. Harston also states—
"The United States of America rely on a Protective Tariff, and seem to have flourished on it. They will probably be Great Britain's most potent Trade competitors in the future, and their competition, plus that of Germany and others, may cause Great Britain to find it necessary to alter her system of Free Trade as practised in the past."

Yes, the United States of America has flourished, but not because of her Protective Tariffs. It is because her industries are far more efficient than ours, thus enabling the American worker to produce more per worker per year. British industries lag behind American not only in mechanical output but but also in organisation. Production is thus cheapened, but not, mind ye, to Americans. It is true, as Mr. Harston says, that America will probably be Great Britain's greatest competitor in the future, but it is not the alteration of her system of Free Trade that is needed so much as the sweeping aside of her industrial inefficiency. The first year of the war glaringly disclosed our weakness in this respect.

Does a country's commercial prosperity depend on its fiscal policy and on that alone? In other words, would an ideal fiscal system necessarily ensure such prosperity? Mr. Harston by his reference to Spain and its Inquisition admits that other factors do play a big part, so you see that Protection or a Tariff System is not an absolutely reliable panacea for the commercial ills of any nation.

It is one thing to say that Germany captured British markets while we were adhering to our Free Trade System, but it is another thing to argue that the beat us commercially because of our adherence to that system.

I have before cited the example of two groups of merchants, British and German, trading in Hongkong with British goods on which there were no import, or export tariffs and in which the latter group were said to be capturing the business of the former group. If this is so, then it must prove that business methods and not discriminating tariffs were, in this instance, the determining factors. May not the same circumstance account for the "enormous" increase in Germany's trade?

No, sir, the tariff system alone cannot guarantee prosperity to a nation.
Now for another point and then I must finish for another week. The italics are mine.

Mr. Harston in one place says that Great Britain may find that it is now necessary either for the Empire or Hongkong or both to effect a change of fiscal policy, or is he content to go on with such as Mr. Harston always life?

HONGKONG DEFENCE CORPS.

Administrative Orders by Major J. H. W. Armstrong, V.D., Acting Administrative Commandant state—

STRENGTH.

No. 190 Land-Corpl. W. Lyle, Engineer Company, is permitted to resign, on leaving the Colony, 30th September, 1919.

ENGINEER ORDERS.

Orders for Engineer Company by Captain R. Hall state—
D. E. L. Instructional Classes.—Recruits will parade for D. E. L. instruction under R. E. Instructors at Belchers at 9 p.m. on Wednesday, 24th September. These classes are obligatory for all who have not passed for the "Proficient" (1/-) rating. Officer on duty: Lieut. W. Brown.
Those who wish to attend classes for higher ratings should send in their names to the C.Q. M.S. Engineer Company, H.K. D.C. Headquarters.

Pay.—Pay and Travelling Expenses for August will be issued at Engineer Company Office, H.K.D.C. Headquarters, between 5.15 and 5.45 p.m. on Tuesday, 23rd and Wednesday, 24th September.

INFANTRY ORDERS.
Orders for Infantry Battalion state—

Annual Musketry Course.
N. C. Os and men who wish to fire their Musketry Course at King's Park Range in the early morning, as was done last year, instead of in the afternoon are requested to send their names to the Adjutant.

"A" Company.
Sunday, 21st September.—8.30 a.m. No. 1 Platoon at King's Park Range. Annual Musketry Course, Part 2, Practices 5, 6, 7 and 12. Dress, Drill order with pouches.

Tuesday, 23rd September.—5.00 p.m. Nos. 1, 2, 3 and 4 Platoons (N.C.O.s and Men who have not fired these Practices) at King's Park Range. Annual Musketry Course, Part 3, Practices 13, 14 and 19. Dress, Drill order with pouches.

Friday, 26th September.—5.00 p.m. Nos. 1, 2, 3 and 4 Platoons (N.C.O.s and Men who have not fired these Practices) at King's Park Range. Annual Musketry Course, Part 3, Practices 15, 16, 17 and 18. Dress, Drill order with pouches.

Tuesday, 23rd September.—5.00 p.m. At King's Park Range. Annual Musketry Course, Part 3, Practices 13, 14 and 19. Dress, Drill order with pouches.

Friday, 26th September.—5.00 p.m. At King's Park Range. Annual Musketry Course, Part 3, Practices 15, 16, 17 and 18. Dress, Drill order with pouches.

Signalling Section.
Tuesday, 23rd September.—5.00 p.m. At King's Park Range. (N. C. Os and Men who have not fired these Practices) Annual Musketry Course, Part 3, Practices 13, 14 and 19. Dress, Drill order with pouches.

Friday, 26th September.—5.00 p.m. At King's Park Range (N. C. Os and Men who have not fired these Practices) Annual Musketry Course, Part 3, Practices 15, 16, 17 and 18. Dress, Drill order with pouches.

"D" Company.
N. C. Os and men will return their Arms and Ammunition to store, but those who wish to retain their Arms for practice may do so with the permission of their unit Commander.

CADET ORDERS.
Orders for Cadet Company by Lieut. A. O. Brawn state—
M. C. L. Bazaar.—The Cadet Corps will be required to furnish a guard of honour to His Excellency the Governor, and will be also detailed to other duties in connection with the Bazaar.

Annual Swimming Sports.—On account of the V.K.C. Sports, the Cadet Sports will be postponed to October 11th. The O.C. would welcome donations to the Prize Fund.
Parade.—A Launch will leave Blaka Pier on Wednesday, 24th September, at 5.00 p.m. and call at Kowloon 10 minutes later.

says "I consider that the freedom of the port (of Hongkong) should not be interfered with, save where absolutely necessary."

Mr. Harston seems to have considerable doubt in his mind, but I do not despair. I think he would be very reluctant to say "good-bye" to Free Trade.

But let us get down to facts. Does Mr. Harston consider that it is now necessary either for the Empire or Hongkong or both to effect a change of fiscal policy, or is he content to go on with such as Mr. Harston always life?

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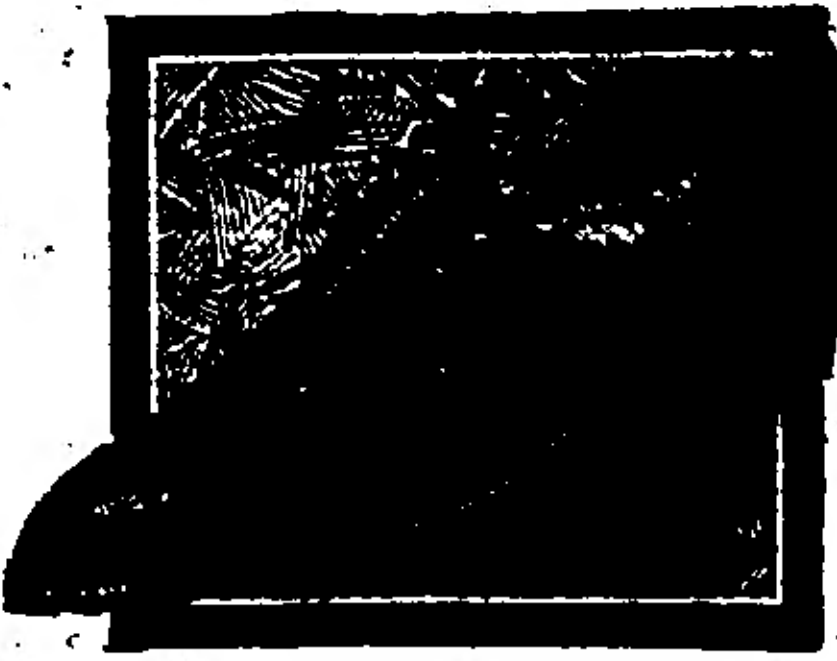
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AMERICAN CHAMBER
OF COMMERCE.

AGITATION TO HAVE ONE
FOR HONGKONG.

("Hongkong Telegraph" Special.)

With a rapidly increasing American community in Hongkong and American mercantile houses growing up here like mushrooms, it is hardly surprising that these enterprising people should stir themselves up with the object of establishing a Chamber of Commerce of their own. Interest in this and in the question of an American Club had been engendered for some time, but although nothing tangible has resulted, the American community is sanguine that these two things will become fact *accomplis* in the course of time.

Last week there was an informal meeting in the offices of Mr. George Anderson, Consul General for the United States of America, on the subject of establishing an American Chamber of Commerce in Hongkong. When interviewed by us on the subject, Mr. Anderson said: "There has been some talk of establishing a Chamber of Commerce, but the whole matter is in the air. There was an informal meeting two weeks ago. Some of the members of the community thought that we ought to establish a Chamber of Commerce, and some that we ought not. The matter is now held in abeyance. It may be taken up later on, or it may not. There is nothing to be said about it. It is in a very inchoate state. Personally, I do not think anything will be done for six or eight months. What they talk of doing is organising a Chamber of Commerce similar in scope to the Chinese Chamber of Commerce, and at the same time to co-operate with similar organisations in Shanghai and in the United States. The thing has been discussed for weeks and

months and eventually will be settled."

"In that case, if an American Chamber of Commerce were formed, the American houses would cease to become members of the Hongkong General Chamber of Commerce?" enquired our representative.

"There is no element of hostility. It is merely a question of organising a Chamber of Commerce to handle American interests as American, as distinct from Hongkong questions by Hongkong people."

"Do you think there is unanimity among the local American community?"

"Many are betwixt and between. They will be in favour when they feel it is time to act. They are not certain whether the time is yet. Eventually something will be done. Probably it will be done after a while."

"You don't think any feeling of competition would be engendered by the establishment of an American Chamber of Commerce in Hongkong?" enquired the interviewer.

"It would not be an organisation that would take the strength from the Hongkong Chamber of Commerce, nor be political in spirit. It would be a source of strength to the Hongkong Chamber of Commerce. There are some questions that ought to be handled by Americans, just as Chinese questions are handled by the Chinese Chamber of Commerce. Whether these questions are sufficiently numerous to justify such an organisation is the point. An American Chamber would simply mean that we would co-operate with the Hongkong Chamber of Commerce."

"Do you think you can enlist sufficient local support for such an organisation? I take it that it would be a big affair" asserted our representative.

"If we had an organisation like this we should probably have a properly constituted organisation to co-ordinate with the different

LAST NIGHT'S BAND
PERFORMANCE.

BROOKLYN BAND GIVES
FINE ENTERTAINMENT.

No better proof of the appreciation of the kindness of Admiral Rodgers and the Officers of the U.S.S. Brooklyn, in allowing the ship's band to give an open air entertainment, on the Cricket Club ground last evening, could have been given by the community than the large number of people who attended the concert. His Excellency the Officer Administering the Government was an early arrival and many other prominent officials of the Colony were also present.

The selections on the programme were beautifully rendered, and the Bandmaster, Mr. Acierio, displayed exceptional qualities as a conductor and he and his musicians supplied two hours of delightful music, the like of which we have not heard in Hongkong for many a day. The performance has made us greedy. We want more, and who could blame us? We think the beginning of the cold season in Hongkong of 1919 will be remembered by this performance, as one of the most successful and enjoyable functions on record.

Chambers of Commerce in Shanghai, Paris, Buenos Aires, Tokyo, and in all parts of the world—in fact all the big ports of the world. The matter is still under consideration. I think it is probable that they may take it up in the spring."

"What's your attitude in the matter?" asked our representative.

"I personally do not take sides. If the community wants anything, I will, of course, push it along. There are two schools. One says we can get along without an American Chamber of Commerce and that when we have American questions we can call a meeting and settle it. The other school says: 'No, let's have a proper organisation.'"

"If the community decide to have such an organisation would you be entrusted with its efficient running?"

"It would have to be carried through with somebody beside me. A thing like that rests with the community and not with me. It is not a question of money. We should have no trouble in getting that. The trouble would be to get the force back of the organisation, and keep up the interest."

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HOUSE OF HEROES.

In the ancient and popular quarter of the Faubourg du Temple, not far from the Place de la Republique, one of the most picturesque parts of old Paris, there is a huge old house inhabited by working men's families. Out of 35 tenants of this building who served in the French army during the war 25 have been killed on the battlefields. To commemorate this record of war casualties in a single house a little subscription was opened in the quarter, and yesterday a marble slab, on which were engraved the names of the tenants who fell on the field of honour, was set on the front. This is the inscription: "Never forget the heroes who have fallen for the defence of the Mother Country and the liberty of the world."

HAD A HARD TIME GETTING
HER TEETH

UNTIL BABY'S OWN TABLETS
WERE TRIED—THEN BEGAN
IMPROVING AT ONCE.

The reason why Mrs. David Lee's physician prescribed Baby's Own Tablets for her child was because he knew them to be perfectly harmless; they are sold under a guarantee, backed by a Government Analyst's certificate, that they contain absolutely no opiate or narcotic and can be given with perfect safety even to the youngest infant.

Says Mrs. Lee, who resides at Lindsay, Ontario, Canada: "My little girl had a hard time getting her teeth. She was quite feverish, her tongue was coated, her mouth offensive and she vomited milk. On the advice of our doctor I gave

her Baby's Own Tablets and she began improving at once. She had not slept well at nights for three months, and I was almost worn out caring for her. Nothing did her any good until I gave her the Tablets. Now her food digests properly, her breath is sweet, her tongue clean and she is quiet and good. I can strongly recommend the Tablets to other mothers as they did my baby good when nothing else did."

Baby's Own Tablets, the Canadian children's remedy, are recommended in cases of simple fever, colic, constipation, indigestion, diarrhoea. They make teething easy, promote healthy appetite, restful sleep and regular development, are a remedy for worms. Sold by chemists, or sent post-free at 50 cents the vial by the Dr. Williams' Medicine Co., 24 Beethoven Road, Shanghai.

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"Number engaged!" Is she to blame?
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Small reason that so harsh a name.
On maiden ears should fall.

It may be that she seems asleep
When you ring up in vain;
But rouse her not with satire cheap
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Beware! Withhold reproach and scorn:
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N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.* FUSHIMI MARU ... Monday, 22nd Sept., at 11 a.m.
(Omitting Manila & Shanghai.)

KATORI MARU ... Tuesday, 14th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez.
Port Said & Marseilles.

IYO MARU ... Friday, 19th Sept., at Noon.

ATSUTA MARU ... Friday, 3rd Oct., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.

NIKKO MARU ... Monday, 22nd Oct., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

HWAIRU ... Tuesday, 23rd Sept.

SHINRYU MARU ... Thursday, 9th Oct.

CALCUTTA & RANGOON via Singapore & Penang.

TSURUGA MARU ... Tuesday, 30th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Monday, 22nd Sept., at 11 a.m.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Saturday, 20th Sept., at 11 a.m.

KAIFUKU MARU (Omitting Shanghai) Thursday, 25th Sept.

TENSIN MARU ... Monday, 29th September.

YOKOHAMA MARU ... Thursday, 2nd Oct., at 11 a.m.

HOSHI MARU ... (Omitting Shanghai) Friday, 3rd Oct.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).

WAKASA MARU (London, Antwerp & Rotterdam) End of Sept.

TSUYAMA MARU (Marseilles & Liverpool), Thur., 2nd Oct.

DELAGO MARU ... Middle of October.

* (London, Antwerp & Rotterdam)

TOYOOKA MARU ... (Marseilles & Liverpool) End of Oct.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers ... From Hongkong

NIPPON MARU direct to Nagasaki, 25th Sept. *Omitting call at Shanghai.

TENRYU MARU 2nd Oct.

SIBIRIA MARU 10th Oct. (from Yokohama).

SHIMO MARU 25th Oct.

PERSIA MARU 10th Nov.

KOREA MARU 14th Nov.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers ... Leave Hongkong

SEIYO MARU 4th Nov.

*Steamers are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager
KING'S BUILDINGS

Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Nov. 1st, 1919. Oct. 7th, 1919. Nov. 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

General Agents,

or to REISS & Co. Canton

Hongkong, 10, Apr. 1917.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICE—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Ebury Street, S. W.

Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business & Social.

SHIPPING NEWS.

CHINWANGTAO LIGHTS.

With reference to Notice to Mariners No. 654, which notified, in connection with the permanent discontinuance of the Chinwangtao Light, that the Kailan Mining Administration were exhibiting their harbour lights from sunset to sunrise to serve as an aid to navigation for the approach to the port of Chinwangtao, notice is given that when these harbour lights are extinguished the Kailan Mining Administration will exhibit a powerful electric light from an elevated position on the bluff near the site formerly occupied by the Chinwangtao Light. Caution—Mariners are warned that these shore lights are unofficial and unwatched and that they cannot be relied upon to the extent of officially controlled and watched lights.

ROYAL PACKET COMPANY.

The report of the Royal Packet Company states that six of the company's steamers were requisitioned in 1918. Of these five have been released, while the sixth, the Tasman, became a war loss, for which the British Government will have to make restitution. In spite of its depleted fleet the company observed all its engagements with the Dutch Government, and all its reductions or stoppages of services were carried out with the Government's approval. The traffic in the Indian Archipelago developed in a very satisfactory manner, and the company took a large part in the shipment of sugar from Java to British India, Hongkong, and Japan. Only seven round voyages were made to Australia, as compared with twelve in 1917. The losses of previous years, in which the State bore a share, were entirely good. Owing to the closing of the rice harbour, Rangoon, there was a considerable extension of the Siam traffic. The service between Singapore and China had to be suspended as the steamer engaged thereon was requisitioned, and the shortage of tonnage caused a temporary suspension of the Deli-Swallow service. The gross receipts for the year amounted to 17,981,387 florins. The sum of 2,104,996 florins is written off for depreciation of the fleet, and in order to provide for the extra repairs which will be necessary after the intensive use of the steamers during the war period, it has been decided to place 2,025,508 fl. to the repairs reserve, which is thus brought up to the total of 4,025,508 fl. It is proposed to distribute a dividend of 17 per cent.

SUBSIDY FOR COASTWISE SHIPPING.

Sir Auckland Geddes, President of the Board of Trade, received a deputation recently from the Special Committee of the House of Commons on Coastwise and Inland Waterways Traffic. Mr. H. G. Purchase, M.P. who introduced the deputation, said the position of coastwise traffic was perilous. The diversion of trade on account of war conditions should be remedied by a rediversion as soon as possible. Mr. G. Fenwick, M.P., said that unless there was a rise in the railway rates, or the railways refused to carry the trade, he did not see how the coastwise trade could be re-uscitated. Sir Auckland Geddes, in reply, said the remedies suggested by the deputation were the same as those of the Board of Trade. But there were no powers by which the railway freight rates could be raised to the necessary level under D.O.R.A. If the Transport Bill had become law they would by this time have had a solution of the present difficulties. However, they were definitely preparing to refuse to carrying certain traffic on the railways. He had been working at a scheme which it was hoped would help to meet the difficulty during the period which must elapse until the new economic railway rates could be brought into force, and that scheme was designed to throw into the hands of the shipping companies certain big and important traffic. Where the railways could not carry certain classes of goods, a certificate would be sent to those who wished to send them through the Home Trade District Transport Committee, and that certificate would then suggest to the individual concerned that his best course was to consign the goods by sea. On such traffic some subsidy would have to be paid. "But," added Sir Auckland, "any subsidy we are giving here is a subsidy in order to get things so running that at the earliest possible moment we may get rid of all subsidies without disastrous dislocation."

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers.

W. WEL, CHEEFOO & T'SIN Huichow	To Sail
SHANGHAI & TSINGTAO	20th Sept. at 3 p.m.
SWATOW & BANGKOK	21st Sept. at 4 p.m.
SHANGHAI	22nd Sept. at 11 a.m.
SHANGHAI	23rd Sept. at 10 a.m.
SHANGHAI	23rd Sept. at noon
SHANGHAI & TSINGTAO	25th Sept. at noon
MANILA, CEBU & ILOILO	28th Sept. at d'light
Tamag	30th Sept. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidsthops. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via

Swatow.

For Freight or Passage apply to

Telephone No. 36. BUTTERFIELD & SWIRE.

Hongkong Sept. 19, 1919. Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilatjap	Japan	28th Sept.	30th Sept.	Java
Tjitaroom	Shanghai	28th Sept.	1st Oct.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

Telephone No. 1574. JAVA-CHINA-JAPAN LIJN.

York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haitan	A. H. Stewart	FRI. 19th Sept. at 1 p.m.
Quinnebaug	Medina	TUES. 23rd Sept. at 1 p.m.
Haihong	J. W. Evans	FRI. 26th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For Steamship.

On

SHIPPING.

O. S. K.
OSAKA SHOSHEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALASKA MARU" ... Friday, 26th Sept.

"CELEBES MARU" ... Monday, 20th Oct.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SAIGON MARU" ... Tuesday, 23rd Sept.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"SEATTLE MARU" ... Middle of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" ... Wednesday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.

"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAJO MARU" ... Sunday, 21st Sept.

TAKAO via SWATOW & AMOY.

"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.
YAMASHITA KISEN KAISHA.
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODECAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

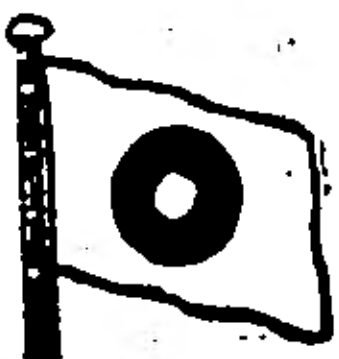
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 147 & 151.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID,

CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU,

BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coast of Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

Telephone No. 2108.

General Agents.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe)

"CITY OF SPOKANE" ... About September 20th.

"OLEN" ... October 14th.

"ICORUM" ... October 22nd.

"SEATTLE SPIRIT" ... October 25th.

"WHEATLAND" ... November 1st.

"ENDICOTT" ... November 30th.

"GREYHOUND" ... December 20th.

For PORTLAND direct.

(Calling at Shanghai and Kobe)

"WAWALONA" ... About October 31st.

"HISHMAN" ... November 30th.

"MONTAGUE" ... December 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone No. 2477 & 2478

5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER

"BESSIE DOLLAR"

SAILING DATE

about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.B.

"WEST HEPBURN"

Middle of Oct.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

Lloyd Triestino

S.S. "GABLONZ"

Will be despatched on or about 19th September for Singapore, Penang, Colombo, Aden, Port Said & Trieste (possibly calling at Bombay).

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste, about end November.

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Teakal"

via Panama

23rd Sept.

"Eurymedon"

via Panama

11th Oct.

"Eurybates"

via Panama

7th Nov.

"City of Newcastle"

via Suez

30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO CANTON.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,

York Buildings.

Telephone No. 1574.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 29th Sept. to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

Agents.

CONSIGNEES.

THE ADMIRAL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"COAXET."

having arrived from Portland, Ore. via ports, on Sept. 16th, 1919 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 22nd inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—

CONSIGNEES.

NOTICE TO CONSIGNEES.

From KOBE

THE Steamship

"KWASANG."

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 22nd inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 15th September, 1919.

NOTICE TO CONSIGNEES.

From KOBE.

THE Steamship

"CHAKSANG."

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 21st inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 15th September, 1919.

TIDE TABLE.

15th to 21st September 1919.

Day.	Hour.	High Water Mean Time.	Low Water Mean Time.
Mon. 15	h m	5 40A	11 12A
Tues. 16	h m	6 40A	12 12A
Wed. 17	h m	7 40A	1 12A
Thurs. 18	h m	8 40A	2 12A
Fri. 19	h m	9 40A	3 12A
Sat. 20	h m	10 40A	4 12A
Sun. 21	h m	11 40A	5 12A

m morning. a afternoon.

ADVERTISEMENTS.

TABAQUERIA FILIPINA

(SHANGHAI)

LEADING TOBACCONISTS IN THE EAST.

STORE WILL BE OPENED

IN HONGKONG

10 DES VŒUX ROAD.

BEFORE THE END OF

THIS MONTH

WHEN THE NECESSARY PRE-

PARATIONS HAVE BEEN

COMPLETED.

TABAQUERIA FILIPINA,

26 ICE HOUSE ST. (TEMPORARY OFFICE).

CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

CITY OF SPOKANE

Arrived from Seattle via S. on Sept. 13th, 1919. Consignees are hereby notified that cargo is being landed at risk into the Hazardous for Extra-Hazardous Godowns at Hongkong and Kowloon and Godown Co., Ltd., and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by Superintendent of Imports, Exports, Hongkong, before loading will be counterchecked.

Will broken, chafed and damaged cargo is to be left in the Godowns where it will be stored at 10 a.m. on Sept. 24th, 1919, by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they will not be recognized. No claims will be recognized after the goods have left the Godowns, and cargo delivered on and after Sept. 19th, 1919 will be subject to rent. No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.

Operating Agents

U. S. Shipping Board.

5th floor, Hotel Mansions

Hongkong, September 18th, 1919.

NIIPPON YUEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"KAGA MARU."

Arrived from the above

ports, Consignees of Cargo are

hereby informed that their Goods

are being landed and placed at

their risk in the Hongkong, and

Kowloon Wharf and Godown

Company's Godowns at Kowloon,

where each consignment will be

marked out mark by mark and

divided into parcels as soon

as the Goods are landed.

Optional Goods will be carried

unless instructions are given

to the contrary before NOON,

9th DAY.

Goods not cleared by the 26th

September, 1919, will be subject

to rent.

Damaged packages must be left

in the Godowns for examination

by the Consignees and the Co's

representatives at an appointed

time on Tuesday & Friday. All

claims must be presented within

three days of the steamer's arrival

here, after which date they cannot

be recognized. No claims will be

admitted after the goods have left

the Godowns.

NIIPPON YUEN KAISHA

Agents

Hongkong, 18th September, 1919.

G. R.

NOTICE.

Permission given by His Excellency the Officer Administering the Government under section 10 of the Travellers Restriction Ordinance 1915.

On and after the 8th day of September, 1919—

(1.) Persons who are in possession of such passports as are hereinafter mentioned and produce the same hereinafter mentioned are permitted by His Excellency the Officer Administering the Government to leave the Colony without a pass from the Captain Superintendent of Police.

(2.) A British subject is permitted to leave the Colony, without a Police Pass, provided that he has in his possession a valid passport which has been issued or renewed within the last two years and provided that he produces such passport, on demand, on board of and prior to the departure of the steamer by which he is leaving.

(3.) A Subject of a Foreign Power is permitted to leave the Colony without a Police Pass, provided that he has in his possession a valid passport granted by or on behalf of the Government of the Country of which he is a subject, and provided that he produces such passport on demand, on board of and prior to the departure of the steamer by which he is leaving.

2. A person arriving in and leaving the Colony by the same steamer is permitted to leave the Colony, provided that he has such valid passport as aforesaid and provided that he produces such passport, on demand, for examination on board, both prior to the arrival of the steamer in the Colony and prior to its departure from the Colony.

3. Members of ships' crews are permitted to sign on without obtaining a permit from the Captain Superintendent of Police.

Note.—1. All persons, who are either without a passport or without such a valid passport as above mentioned, must continue to comply with all the provisions of the Travellers Restriction Ordinance, 1915.

2. To prevent delay in sailings, Shipping Companies should satisfy themselves that intending passengers have the necessary passports aforesaid in their possession.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particular required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE.

C. S. P.

Hongkong, 5th September 1919.

NOTICE.

THE HONGKONG STEEL

FOUNDRY CO., LTD.

Notice to Shareholders.

The Ninth Ordinary Yearly Meeting of Shareholders in the above Company, will be held at the Company's Office, St. Georges Building, Hongkong, on Tuesday the 30th September, 1919 at 11.30 a.m. for the purpose of presenting the Report of the General Managers, and Statement of accounts to 31st May, 1919.

The Transfer Books of the Company will be closed from 23rd September to 30th September 1919, both days inclusive.

GORDON & CO.

General Managers.

Hongkong, 16th September, 1919.

NOTICE.

THE CHINA LIGHT &

POWER CO., (1918) LTD.

Notice is hereby given to shareholders of the above named Company that the Transfer Books will be closed from Tuesday the 23rd September 1919, until Tuesday the 30th September 1919, both days inclusive.

SHEWAN TOMES & CO.

General Managers.

Hongkong, 16th September, 1919.

G. R.

NOTICE.

On and after Monday Sept. 15th 1919 the Pass office and the office for the Registration of Persons under Ordinance 6 of 1916 will be located at the Central Police Station and not at the Post Office Building.

E. D. C. WOLFE.

C. S. P.

Hongkong, 12th September, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

ATURDAY, the 20th Sept. 1919.

commencing at 11 a.m. at his Sales Rooms, Duddell Street

6 bales Periodicals
8 cases Freezing Machinery
1 case Brandy
23 tins Coffee
18 tins Biscuits
84 bags Flour
95 tins Yellow Paint
10 tins Soft Soap
5 cases "Three Boys" Soap
50 cases Bar Soap
30 pairs Rubber Boots
73 Pairs Hair Clippers
3 Sewing Machines

Terms: Cash on delivery.
Geo. P. LAMMERT,
Auctioneer.

WISEMAN

LIMITED.

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Punch ticket for

30 meals \$25.00.

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THE INDUSTRIAL AND

COMMERCIAL BANK,

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Head Office: 6 Des Vœux Road, Canton.

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FOR THE YEAR TO COME

Provision is made in all things.

This applies to your own finances.

The best way of providing for the future, freely.

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WITH US.

\$1.00 starts.

SYSTEMATICALLY it will grow to

THOUSANDS.

DANCING.

DANCING.—Lessons given in

all the latest dances. Last

season's success a guarantee for

the coming season. Terms moderate.

"Apply" Box 241 c/o

"Hongkong Telegraph."

ARMY AS A CAREER.

Many inquiries are being received

from non-regular officers, who

have served in a theatre of war,

as to the success of their applications

for permanent commissions in

the Regular Army.

The Army Council regret

the delay, but it is impossible

to make any announcement

as to how many commissions will

be granted, until the future

establishment of the Regular

Army has been decided. At the

present moment, the number of

officers holding regular permanent

commissions is in excess of known

requirements.

MOTURING IN

KOWLOON.

CIRCULAR TRIP POSSIBLE

SOON.

At the end of this month it is expected that the road from Kowloon to Castle Peak will be opened for motoring. The road is in quite fair condition and there are no dangerous corners. It is one of the roads with the easiest bends in the Colony and with no steep gradients. The road will ensure a circular motor trip on the mainland. Starting from Tsim Sha Tsui, the old road skirts Shatin, Fanling, Aukau, Pingshang, to Castle Peak, Tai La-cheung, and Tsinwan and back to Tsim Sha Tsui. From Tsim Sha Tsui to Fanling by the old road the distance is 21 miles and from Tsim Sha Tsui to Castle Peak the distance is 38 miles; whilst from Castle Peak to Tsim Sha Tsui by the new road it is 19 miles—a total length on the circular route of 57 miles.

The whole road has been greatly improved and a splendid motor trip is being carried out in respect of widening the present Tai Po Road between the third and fifth miles. It is hoped that considerable improvements will be effected on this section of the road. Improvements are also being carried out on the section of the road between Lokshah and Tai Po.

SHIPPING ITEMS.

Coal to the extent of 1932 tons was unloaded here this morning by the s.s. Hangchow, a China Navigation Company vessel, from Hongkong. She experienced heavy monsoon weather.

From Hoihow the Namwan, a Portuguese vessel, brought 200 tons of general merchandise for Hongkong.

Another vessel that had a consignment of coal for Hongkong is the "Uranga Maru" which came in this morning from Miki with 2,773 tons of the commodity. Her agents are the Mitsui Bussan Kaisha.

Tea, tin composition, cocoa, truck silver and general merchandise to the extent of 5156 tons was delivered here this morning by the s.s. Kaga Maru, of the Nippon Yusen Kaisha. She had 41 first-class, 17 second-class and 128 deck passengers.

Three hundred tons of general cargo was brought from Canton by the Chinese vessel Yuet Shang.

The Kuang Hong arrived this morning three hours late.

The Kwong Lee had 863 tons of general cargo from Shanghai. The s.s. Haitan cleared this morning for Foochow via Swatow with 1,400 tons of cargo.

The Kaga Maru departed for Kobe with 450 tons.

The s.s. Gablonz left at noon to-day for Trieste, with 455 of through cargo and 262 cabin passengers.

The Taksang departed for Hongkong with 50 tons.

POET LAUREATE FOR LIFE.

Was the office of Poet Laureate a life appointment, irrespective of inspiration and intellectual output, asked Sir Ernest Wild in the House of Commons recently. Mr. Bonar Law: It is a life appointment. Colonel A. Murray: Does it carry any obligations to write poems?—Mr. Bonar Law: I think not. Of all possible obligations that would be the most unreasonable. (Laughter.)

DUTY OF A WIFE.

A little homily on the whole duty of a wife was delivered by Mr. Symmons, the North London magistrate, to a woman who was charged before him recently with drunkenness in the streets.

"Why were you not at home looking after your husband?" asked the magistrate. The woman replied that she had prepared her husband's supper and left it on the gas-stove to keep warm. As she had done her duty she thought she was entitled to go out. Mr. Symmons. But you had not done your whole duty. You ought to have been at home when your husband arrived and given him his supper, to have talked to him, and to have listened to what he had to say. He would want to tell you what he had done during the day, how he had scored off the foreman, and done other things. (Laughter.) Don't tell me that you did your duty as a wife by simply keeping his supper warm."

NOTICE.

THE CHINA LIGHT &

POWER CO., (1918) LTD.

Notice is hereby given to shareholders of the above named Company that the Transfer Books will be closed from Tuesday the 23rd September 1919, until Tuesday the 30th September 1919, both days inclusive.

SHEWAN TOMES & CO.

General Managers.

Hongkong, 16th September, 1919.

NOTICE.

MERCURY GARAGE CO.

MOTOR CARS FOR HIRE.

TELEPHONE 977.

GERMAN TRADE OUTLOOK.

CHEAPEST COUNTRY IN

THE WORLD.

In the current number of *System* is a very interesting article by a Special Commissioner sent to Germany in March and April of this year to make careful inquiries into the business situation there. The writer is an experienced business man and the financial editor of a well-known paper. He sums up his positive conclusions as follows:

"1. German trade has no concerted policy and does not want any: it wants to run itself without outside interference from the Government and will have nothing of subsidies. The general opinion is that the subsidies did more harm than good, and also that cartels were not particularly useful and should not be revived.

"2. The notion that the Germans would trade under a quasi-military system or with a uniform policy is the result of a hectic imagination. It has never been given serious consideration in Germany and is considered an interesting absurdity.

"3. There are no German stocks to 'dump' and not the slightest intention of selling in any market below cost, although, if the home tariff is high enough, concerns will dispose of their surplus stocks outside of Germany at prices cheaper than they will charge the home trade.

"4. The German tariff will make foreign competition inside Germany nearly impossible except in special lines not made so well in Germany.

ONE OF THE BIGGEST FACTORS.

"The German trade of the future will not be as dramatic as it has been pictured. It will not be dramatic at all. But because her merchants, bankers, and manufacturers have both feet squarely on the ground, and are prepared to go after profitable business anywhere and on sane lines, Germany is to-day potentially one of the biggest trade factors in the world.

"She is strong because she has no illusions and knows that what she sells in the world will have to be sold on price and merit. There is nothing of the superhuman in any of the methods or plans with which I came in contact, but there is plenty of hard common-sense and a complete appreciation that to rehabilitate even a fraction of Germany's former world trade will require an almost endless amount of hard work."

When the writer comes to deal with the immediate prospects of German industry, he makes very little allowance for the influence of political agitations and disorders. He writes:

"For six months or a year, provided raw materials arrive and trade is not restricted, Germany will have no difficulty in disposing of goods for export against any competitor, because the low value of the mark makes Germany the cheapest country in the world to buy in."

NOT WORRIED BY STRIKES.

"It is the loss of efficiency in labour and not strikes or wages as such which is causing worry to Germans in making their plans for the future. The coal loss is but a fair average, and whether this is a permanent loss or merely a reaction to war weariness cannot be more than guessed at.

"Aside from this decrease in man power, labour is in a fairly satisfactory condition, as labour in the world goes in these days. The union movement has gained much ground; the membership has tripled; and the union leaders and the rank and file of the men are squarely with the employers in working for the re-establishment of industry. There is practically no Bolshevism or Spartacism, and little chance that

43,000 GERMAN PIANOS.

BRITISH MAKERS' FEAR

OF DUMPING.

Considerable anxiety prevails among English pianoforte manufacturers as to their position in the world's markets in the immediate future. According to a leading manufacturer, revived German competition seriously threatens the industry.

"During the war," he said, "the German Government prohibited the sale of German pianos even to their own people, although manufacture was maintained right through. The object was to collect such a number of instruments that German traders could secure a share of the business of the world immediately peace was declared. They have not moved very extensively yet, though a few pianos have been sent to Amsterdam and to Copenhagen, but the embargo against the importation of their instruments into this country comes off next September. Reliable figures show that in Germany to-day there are some 43,000 pianos to be dumped on to the world's markets at cut prices, the State offering a subsidy to the manufacturers in the form of a grant based on the cost of manufacture, on the prices current in the general markets at the time they are offered, and the prices actually realized."

This is the spirit of German penetration all over again, but we are trying to secure that the Board of Trade will protect us in some way from this competition.

After pointing out that the cost of manufacture of the British instrument is far in excess of the prices charged for high-grade American and Canadian instruments, the manufacturer in question said that there was not an American or a Canadian business house in the trade that had not its representative over here now; and, according to the reports we have received, they have secured some rather substantial orders. Within the last three months some hundreds of orders placed with English manufacturers, notably from South Africa and Australia, have been cancelled in favour of cheaper American pianos of equal quality. We have tried to meet this by securing an increased output, to obtain which we have even offered to give the men the increased payment for which they are now pressing, and to add to it a bonus on all increased output. The men resist the bonus scheme on the ground that it is a reversion to what they term the 'discredited piece-rate system.'

the movement which is so rapidly covering Europe will gain a foothold in Germany.

"The strikes have been due mainly to dissatisfaction with the purchasing power of money, and have been literally bread strikes. They have been solely for money and not for a new order of things. The soldiers and workers' councils, which everywhere sprang up in Germany at the time of the revolution, have either faded away as in Essen and Dusseldorf, or have been transformed into labour bodies and are distinctly stabilizing factors.

"The Spartacist movement of which one reads so much is a noise rather than a movement, and it has no hold upon the German workers. There has been nothing in Germany so important as the Clyde strike in England; but if ten men start a row, 500 soldiers with machine-guns, hand grenades, liquid fire and probably a field gun or two will be called out to bring them to order. They are so afraid of something may start that they swat flies with sledge hammers."

"The Labour problem of Germany will be met when there is work for the workers."

HOTEL LISTS.

Homecoming Hotel.
Corrected to 15th August, 1919.
Dr. A. C. Anderson, H. D. Kinney
Mrs. C. de J. H. Van Kester
Almeida
Mrs. H. Arrien
and 3 children
C. de Almeida
G. S. Archbutt
Mrs. G. d'Almeida
da & family
Mrs. G. d'Almeida
da & family
Mr. & Mrs. G. G. Anderson
Mrs. de Beus
Mr. and Mrs. H. B. Brown
C. Brown
C. Broadfield and
3 children
Mr. and Mrs. Bransden
Mr. and Mrs. Burgess
Miss M. Bain
Mr. & Mrs. C. A. Benson
A. N. Bishop
J. Barr
D. M. Bigger
Mr. & Mrs. B. E. Bigger
Bergerson
E. B. Boerke
Mrs. E. B. Boerke
Mr. & Mrs. B. B. Boney
W. G. Brown
G. L. Coleman
Mr. and Mrs. R. Colquhoun
N. Croucher
F. W. Cox
Mr. and Mrs. Dalrymple and
family
Capt. W. Davidson
son
Mrs. J. A. Doune
Mr. and Mrs. B. H. Engelman
and 2 children
H. J. Eddo
Mr. & Mrs. R. S. Ericsson
Mr. and Mrs. J. Epstein
Miss K. Euanon
Capt. R. Findlay
Mr. & Mrs. E. H. Ford
R. P. Fickett
J. Fetherston-
haugh
H. Guest
H. B. Gallop
W. C. Galuzzi
J. S. R. Gardiner
K. W. Han
Mrs. Howister
Mrs. McConnell
Hussey
Capt. T. P. Hall
H. Harper
H. P. Holzheiser
A. Shelton Hooper
Capt. & Mrs. E. Innes
B. Johannes
H. M. Joseph

KING EDWARD HOTEL.
Corrected to 15th September, 1919.
Mr. and Mrs. P. J. de Kant
Appletton and H. W. Lapeley
child
Mrs. R. Almond
Mr. and Mrs. W. Budge
F. G. Becke
Miss M. H. Corbett
G. P. Curry
E. G. Coomes
Choi Shing & son
J. D. Danby
A. T. Farrell
J. E. Hendricks
Master C. Ham-
mes
Mr. & Mrs. C. J. Hammes
Miss F. Hammes
A. Harrison
Mrs. J. John-
stone
B. James
Mrs. T. A. Kearney

CARLTON HOTEL.
Corrected to 16th September, 1919.
Mrs. Blackman
J. Bammel
Mrs. P. E. Cameron
G. Chan
Miss L. D. Calline
Miss E. Clockett
Rev. and Mrs. S. D. Casberg and
3 children
Thomas Daly
Rev. and Mrs. R. Davis
W. C. Hardie
J. Hennessey

COMMERCIAL NEWS.

BRITISH IMPORT RESTRICTIONS.
The British Chamber of Commerce is informed that His Majesty's Minister at Tokyo has received the following telegram from the Foreign Office:—Pending legislation, a General Licence under Prohibition of Import Proclamations will be issued by the Board of Trade having effect as from September 1, 1919, and authorising importation in United Kingdom of all goods with exception of those in following list, which will be treated as unstable "key" industries:—All derivatives of Coal Tar generally known as intermediate products capable of being used or adapted for use as dyestuffs or being modified or further manufactured into dyestuffs. All direct Cotton, Union, Acid, Chrome and Mordant, Alizarine, Basic and Sulphide Colours All Vat Colours (including Synthetic Indigo) and Oil Spirit and Wax Colours, all lake colours, and other synthetic colours, dyes starting colours acids, colour lakes, leuco acids, leuco bases whether in paste, powder, solution or any other form. Synthetic drugs (including antiseptics), synthetic perfumes and flavouring, photographic chemicals, tanning (2), acid derivatives of aromatic hydrocarbons, alkaloids and their salts (except quinine), and certain organic chemicals, analytical reagents and fine chemicals. Also:—Optical glass including lenses and prisms and like optical devices, scientific glassware, illuminating glassware, laboratory porcelains, scientific and optical instruments, potassium compounds, Tungsten powder and ferrotungsten, zinc oxide, lithophone, thirium nitrate gas mantles and mantle rings, magnetos, hosiery needles and gauges.

PEARL HOTEL.
Corrected to 15th September, 1919.
Capt. Archer
F. R. J. Adams
C. E. Bird
U. P. Beckett
Mr. and Mrs. D. J. Kunkle
K. Blair
Major F. J. L. A. Laing
Bowen
Mr. & Mrs. O. T. Lane
Breakspear
Mrs. C. Bull
Rev. R. A. Martin
Bundie, C. R.
W. A. Butterfield
A. Button
Mrs. Charles
Mrs. Cheshire
A. A. Claxton
P. H. Cobb
Lt. Col. E. G. J. Milne
Coles
R. C. Comrie
Mrs. Cornack
Capt. & Mrs. Davies
L. J. Davies
C. G. H. Drutt
Mr. & Mrs. John Duncan
Mr. & Mrs. O. Eager
S. Evans, M. B.
E. A. Ram
Major V. J. Scantlebury
A. Findlay Smith
J. Grant Smith
J. Fletcher
D. L. Galloway
F. Gibbins
D. Hall
Major D. L. Harding
Mrs. E. Miss Ventris
Lt. Col. J. Hum-
phrey
H. du P. Hutch-
inson
Mrs. F. G. Jam-
ieson
R. W. Lee Jones
P. Zwager

KINGSLY HOTEL.
Alister C. G.
Bishop F. T.
Bathcombe H. G.
Bridin Mr. & Mrs. R. E. W. G. L. D.
Clayton Mr. & Mrs. C. C. Conway
Cunningham Connolly Capt. W. W. J. J.
Cobb A. F. G.
Dinner Mr. & Mrs. G. A. G. A.
Drumlett Mr. & Mrs. F. H. G. M.
Dunlop Mr. & Mrs. F. H. G. M.
Elliot G. H.
Fletcher Miss D.
Foster T. E. S.
Lee E. N.

A NEW ADMIRALTY BOARD.

CHANGES SINCE THE ARMISTICE.

The flag of Rear-Admiral Sir Hugh Tothill, K.C.M.G., C.B., was recently hoisted on board the Highflyer as Commander-in-Chief in the East Indies. In order to take up this command Sir Hugh Tothill vacated the office of Fourth Sea Lord on June 17, 1917, and in which Captain Sir Alfred E. M. Chatfield, K.C.M.G., C.B., C.V.O., Sir David Beatty's late Flag-Captain, succeeded him. With the appointment of Rear-Admiral Sir George Hope, K.C.M.G., C.B., to command the Third Light Cruiser Squadron, a complete change has been made since the Armistice in the naval members of the Board of Admiralty with the exception of Sir Rosslyn Wemyss, who has been First Sea Lord since January 10, 1918.

This change has taken place gradually over a period of four months. In March Vice-Admiral Sir Herbert Heath left the post of Second Sea Lord to be Commander-in-Chief on the Coast of Scotland, and Vice-Admiral Sir Montague Browning succeeded him. In the following month Vice-Admiral Sir Sydney Fremantle, appointed to command the First Battle Squadron, was succeeded as Deputy Chief of the Staff by Rear-Admiral J. A. Ferguson. In June, as already mentioned, a new Fourth Sea Lord took the place of Rear-Admiral Tothill; and a few days later Rear-Admiral Sir William Nicholson was appointed Third Sea Lord in the place of Rear-Admiral Sir Charles de Bartolome, who is taking charge of a department in the new Ministry of Transport. On July 24, Vice-Admiral Sir Alexander Duff, who had been Assistant Chief of the Naval Staff, hoisted his flag as Commander-in-Chief in China, and in the Navy Estimates debate recently Mr. Walter Long indicated that Vice-Admiral Sir Osmond Brock, K.C.B., K.C.M.G., K.C.V.O., formerly Chief of Staff to Sir David Beatty in the Grand Fleet, will succeed him.

The seventh naval member of the Admiralty Board at the Armistice was Rear-Admiral Hope, who filled the position of Deputy First Sea Lord, in which capacity he was of great assistance to Admiral Wemyss in connection with the many and intricate problems arising out of the terms of the Armistice and the settlement of the conditions of peace. On Sir George Hope being appointed to a sea command his post will not be filled. Mr. Long stated on July 24 that, now the war is over, the Deputy First Sea Lord is no longer required. The effect of this decision is to reduce the naval officers who have seats at the Board to six—viz, the four Sea Lords, the Assistant Chief of the Naval Staff (Vice-Admiral Brock), and the Deputy Chief of the Naval Staff (Rear-Admiral Ferguson). It is an interesting fact that all five of the new members of the Board were serving at sea at the date of the Armistice. Vice-Admiral Browning was commanding a battle squadron of the Grand Fleet, in the Hercules, in which he visited Kiel and Wilhelmshaven in December last. Vice-Admiral Brock and Captain Chatfield were with Sir David Beatty in the Queen Elizabeth, and they had previously served under him when he commanded the Battle-Cruiser Fleet. Sir William Nicholson was the rear-admiral of a battle squadron, with his flag in the Emperor of India; and Rear-Admiral Ferguson was in command of a light cruiser squadron, in the Birmingham. Four of these five officers were present at the Battle of Jutland.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. YOKOHAMA (European Line) left London for this port via the Suez Canal on the 33rd August, and is expected here on the 1st October.

The Admiral Line s.s. OLEN will arrive at Hongkong about September 30th, from Portland via usual Japan ports and Shanghai.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port on the 2nd Sept., and is expected here on the 20th Sept.

The N. Y. K. s.s. TAMBA M. (European Line) left London for this port via the Suez Canal on the 9th Sept., and is expected here on the 18th Oct.

The Ben-Line s.s. BENDORAN from Middlesbro and London, left Singapore for this port on 12th instant, and may be expected to arrive here on or about 19th Sept.

The N.Y.K. s.s. KAGA MARU (European Line) left Singapore for this port on the 13th Sept., and is expected here on the 19th September.

The N. Y. K. s.s. TENSIN MARU (Bombay Line) left Bombay for this port via Singapore on the 9th September, and is expected here on the 28th September.

The N. Y. K. s.s. HOSEI M. (Bombay Line) left Bombay for this port on the 9th Sept. and is expected here on the 2nd Oct.

The P. & O. s.s. JAPAN left Singapore for this port on the 14th instant, and is due here on the 20th instant.

The American and Manchurian Line s.s. CITY OF FLORENCE is due to arrive here about 5th October.

The American & Manchurian Line s.s. CITY OF NEWCASTLE is due to arrive here about 18th November.

The American & Oriental Line s.s. MINERIO is due to arrive here about 5th October.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 11th Sept. left there 13th Sept. and is due at Vancouver on 22nd September.

The N. Y. K. s.s. HWAH-WU (Bombay Line) left Moji for this port on the 17th Sept. and is expected here on the 23rd Sept.

The R. M. S. EMPRESS OF ASIA arrived at Kobe on 17th Sept. 7.30 a.m. left there 17th Sept. 4 p.m., is due at Nagasaki on 18th Sept. noon, and is due at Hongkong, 25th Sept.

WATER RETURN.

Level and Storage of water in Reservoirs on September 1, 1919
CITY AND HILL DISTRICT WATER WORKS LEVEL

System	Level with overflow	Level with overflow
System 1	Level with overflow	Level with overflow
System 2	Level with overflow	Level with overflow
System 3	Level with overflow	Level with overflow
System 4	Level with overflow	Level with overflow
System 5	Level with overflow	Level with overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

System	Level with overflow	Level with overflow
System 1	Level with overflow	Level with overflow
System 2	Level with overflow	Level with overflow
System 3	Level with overflow	Level with overflow
System 4	Level with overflow	Level with overflow
System 5	Level with overflow	Level with overflow

KOWLOON WATERWORKS LEVEL.

System	Level with overflow	Level with overflow
System 1	Level with overflow	Level with overflow
System 2	Level with overflow	Level with overflow
System 3	Level with overflow	Level with overflow
System 4	Level with overflow	Level with overflow
System 5	Level with overflow	Level with overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

System	Level with overflow	Level with overflow
System 1	Level with overflow	Level with overflow
System 2	Level with overflow	Level with overflow
System 3	Level with overflow	Level with overflow
System 4	Level with overflow	Level with overflow
System 5	Level with overflow	Level with overflow

W. CHEATAM, Public Works Department.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

White, Kitano Maru, from Yokohama.
Yunsang, Queen's Road Central, from Shanghai.
Yunwaichong, Queen's Road Central, or (Zungwoo 233 Queen's Road), from Shanghai.
Kaohongyoun, from Shanghai.
Yingchee, from Amoy.
Kuiteng Yingfooliong, from Shanghai.
Futehally, Hongkong Hotel, from Kobe.
Mr. Yuengen, 4th Floor 39-Midway of Canal Road, from Shanghai.
Happlingli, King Edward Hotel, from Peking.
Kwokchiu, 36 Battery Street, Yumati, from Amoy.
Lieseng Pharmacy, from Shanghai.
Hongwoosing, from Amoy.
Teenchowdoug, Neehongdong, Vanyee Street, from Shanghai.
Kwongshingcheong, from Takow.
Kwongwoshing East Des Vouex, from Amoy.
Tongkackhing, from Kobe.
Kienfung Co., Vanyee Street, from Shanghai.
Chuzasing, Woosung West Street, from Shanghai.
Wadato, from Tokio.
Manyuewing, from Amoy.
Ibarahyakusuke, Care Japanese Consulate, from Osaka.

T. KRING, Superintendent, Hongkong, Sept. 12, 1919.

MUSICAL INSTRUMENTS

Table instruments, Horn phonographs, Cabinet machines, records, needles, music, string and brass instruments etc. etc.

Let Music add to the Happiness of Your Home.

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SHIPS FIVE TIMES MORE COSTLY.

SHORTER WEEK MAY AID OUR RIVALS.

The Weekly Dispatch asks:—How will our supremacy as a shipbuilding nation be affected by the claim now being made by shipbuilding and engineering workers for a reduction of the weekly hours of labour from 47 to 44? It may be taken that employers and men are at one in recognising the necessity of maintaining that supremacy. Between them they must ensure that our output is greater than, and its quality superior to, that of our competitors. So that the first thing to consider before changing conditions is the relative positions of ourselves and our rivals. That such an upheaval would be transitory is quite certain, not only because the revolutionists have no notion whatever of organisation, being but the most frothy exponents of a false economic theory, but because the good sense of the British nation would soon grow impatient of the havoc wrought by any violent disorganisation of its ancient habits.

Although, however, I am not seriously alarmed by the secret propaganda long carried on in Yorkshire, South Wales, and Glasgow by a little conspiracy of immoral men as self-satisfied in conceit as they are intellectually contemptible, I am profoundly anxious for the peace and welfare of numbers of people in these islands who are now suffering cruelly enough at the hands of these plotters, and may be called upon to suffer an even fatal deprivation if anything like a violent upheaval should overtake British industry.

FACTS FOR CONSIDERATION.

It is in the hope that this aspect of the question has only to come home to the heart and conscience of the average British workman, who is no fool and no monster, to bring about the discomfiture of the revolutionists, that I set down the following facts for his consideration. In America labour is dearer than here so far as the actual wages per hour are concerned, but it is asserted in authoritative quarters that the American employed in the shipbuilding industry accomplishes three times as much over a similar period as the average shipyard employee in this country.

It is true that the Americans cannot yet produce vessels as cheaply as £25 to £30 per ton. But they finish the construction much more quickly, and this frequently decides an order in their favour. Then the quality of their work is still inferior to that of the British workmen; but, again, it may be said that the quality of the American article is steadily being improved. The inferiority of the American has been due to the fact that there have never been trade union restrictions in America, and therefore any person could, and can now, find employment in the shipyards. The workers across the Atlantic are therefore only really learning the technicalities of the industry. But there is a prospect that the American workman may soon become as efficient as any other. It is not yet possible to judge fairly the effect on output of the reduction of the working week to 47 hours. Introduced officially at the commencement of the year, the shortened week was not in practical operation until March. Since the adoption of the 47 hours' system in the steel-making industry, however, one firm in the north has dropped nearly 2,000 tons per month in its average production.

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MUSTARD & Co.

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WATER

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